



Brooklyn Park Station Area Plan  
Brooklyn Park, Minnesota | July 2016

# Brooklyn Park Station Area Plan

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Hennepin County

FUNDED BY  
Hennepin County

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# Executive Summary

The METRO Blue Line Extension, also known as the Bottineau Light Rail Transit (Bottineau LRT), is a proposed 13-mile extension of the existing METRO Blue Line light rail transit line in the Twin Cities area of Minnesota that will extend from downtown Minneapolis through north Minneapolis, Golden Valley, Robbinsdale, Crystal, and Brooklyn Park, serving the northwest Twin Cities metro. The Metropolitan Council received approval from the Federal Transit Administration in August 2014 to enter the federal New Starts program and is currently in the Project Development phase. Service is anticipated to begin in 2021 with five LRT stops in Brooklyn Park. The station designs call for light rail platforms and associated improvements. Park-and-ride garages will be provided at the 63rd Avenue (existing garage) and Oak Grove stations.

This transit project will have a positive impact on land use along County Road 81 and West Broadway Avenue. The Hennepin County Bottineau LRT Community Works program was established in 2015 to leverage this important regional transit investment by partnering with cities along the Bottineau LRT line to help plan for, and implement, critical changes “beyond the rails” — future land use, pedestrian, bike, and bus connections, and critical programs and policies to support communities living along the line.

A vigorous community engagement process was initiated in spring 2015 to discuss and make recommendations on a future vision for the area surrounding the Brooklyn Park stops. The city and Hennepin County facilitated discussions and public workshops that sought input from residents, businesses, community representatives, community groups, elected officials, and the Bottineau Community Works Technical Advisory Committee. This report summarizes the collective recommendations of the stakeholders.

## Bottineau LRT Overview

This section of the report gives a brief overview of the Bottineau LRT transit initiative, including initial goals of the Bottineau LRT Community Works program. An explanation of station area planning is also provided.

## Analysis

The station area planning process was underpinned by a robust community and stakeholder engagement effort. A summary of that process and comments from the community is presented in this section. The consultant team also completed baseline market and urban design assessments. These broad discussions and studies provide insight into the strength, challenges, and opportunities around each of the five station areas in Brooklyn Park.

## Transportation Networks

An important consideration in the station area plans is access to the five proposed LRT stations in Brooklyn Park for all transit riders, whether by foot, bike, vehicle, bus, or some combination. This section of the report outlines recommendations for enhancing the existing transportation networks to ensure they support all modes of transportation.

## Brooklyn Park Station Area Plans

Brooklyn Park will be home to five of the 11 light rail stops on the METRO Blue Line Extension. The vision for the station areas is to reinforce and strengthen the unique characteristics of each of the neighborhoods surrounding the five stations. The city, Hennepin County, and other area stakeholders look forward to seeing Brooklyn Park develop as an enhanced version of what it is today — a thriving



ing community inspiring pride where opportunities exist for all. The Station Area Plans identify infrastructure improvements, redevelopment options, and opportunity sites within a ½-mile of each stop.

**Corridor Guidelines**

The Bottineau LRT corridor extends approximately five miles north/south through Brooklyn Park along the County Road 81 and West Broadway Avenue corridors. General guidelines were developed to help unify the corridor’s streetscapes into a coordinated aesthetic outcome. Recommendations for civic lighting, landscaping, and fencing are documented in this section. Land use suggestions, place-making, and strategies to achieve health equity are also discussed.

**Implementation**

The implementation section looks beyond station area planning and outlines a process for putting the plan into effect. This section includes a summary of public and private initiatives, policy recommendations, and the next steps needed to translate the vision into reality.



OAK GROVE STATION: GRAND BOULEVARD ADDRESS ON WEST BROADWAY AVENUE



# Bottineau LRT Overview

The METRO Blue Line Extension, also known as the Bottineau Light Rail Transitway (Bottineau LRT), is a proposed 13-mile extension of the existing METRO Blue Line in the Twin Cities area of Minnesota that will extend from downtown Minneapolis through north Minneapolis, Golden Valley, Robbinsdale, Crystal, and Brooklyn Park, serving the northwest Twin Cities region. The Bottineau LRT will link to local and express bus routes, and will seamlessly connect to the regional transitway system at Target Field Station in downtown Minneapolis.

The Hennepin County Bottineau LRT Community Works program was established in 2015 to leverage this important regional transit investment by partnering with cities along the Bottineau LRT to help plan for, and implement, critical changes “beyond the rails.” Initial goals of the program are to:

- » Re-envision the Bottineau Corridor as a multi-modal transit corridor that supports LRT, bus, pedestrian, and bicycle connections.
- » Maximize and strategically align public and private investments in the corridor to support Transit Oriented Development (TOD) through catalytic investments in life-cycle housing, commercial development, and public infrastructure.
- » Promote economic opportunity by improving access to jobs and supporting business recruitment and expansion along the corridor.
- » Enhance livability in the corridor by improving public spaces, supporting the creation of healthy communities, and connecting people to key destinations, including employment centers, educational institutions, and regional amenities.

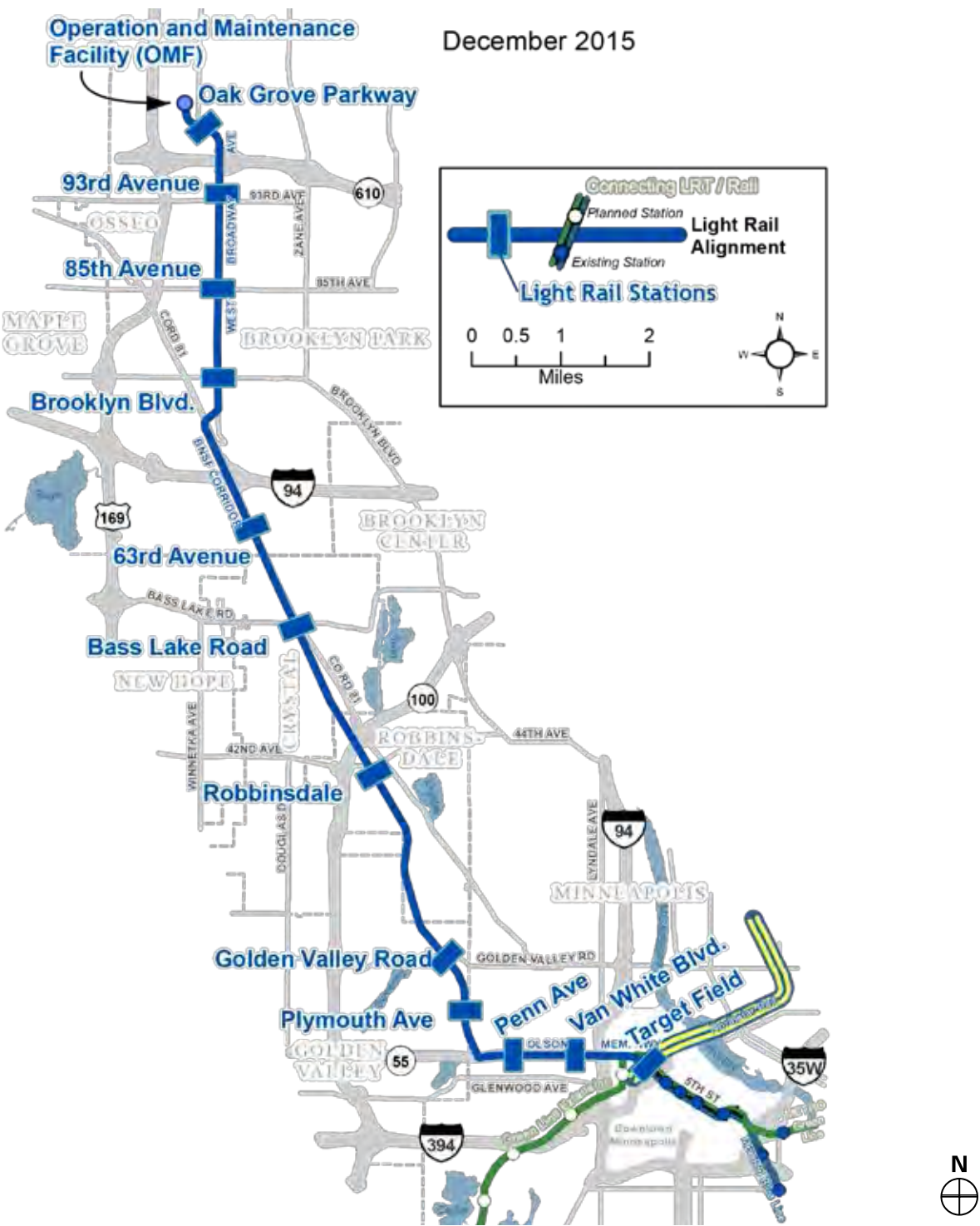


Fig. 1 METRO BLUE LINE EXTENSION

This station area planning project was funded and coordinated by Hennepin County through the Bottineau LRT Community Works program. Additional funding was provided by Blue Cross and Blue Shield of Minnesota for health equity-focused community engagement.

**Regional Open Space Network**

The Blue Line Extension roughly parallels the Mississippi River. The cities along the line already have a system of large regional and municipal parks, such as Elm Creek Park, Coon Rapids Dam Regional Park, and Palmer Lake Park, as well as a constellation of smaller parks. Trail and creek systems (such as the Rush Creek Regional Trail and Shingle Creek) connect these parks to one another and back to the River. The new stations provide a tremendous opportunity to strengthen east-west connections and give transit riders access to the network at multiple points along the line. The Station Area Planning process prioritized these connections and explored ways to link pedestrian and bicycle routes to the open space network.

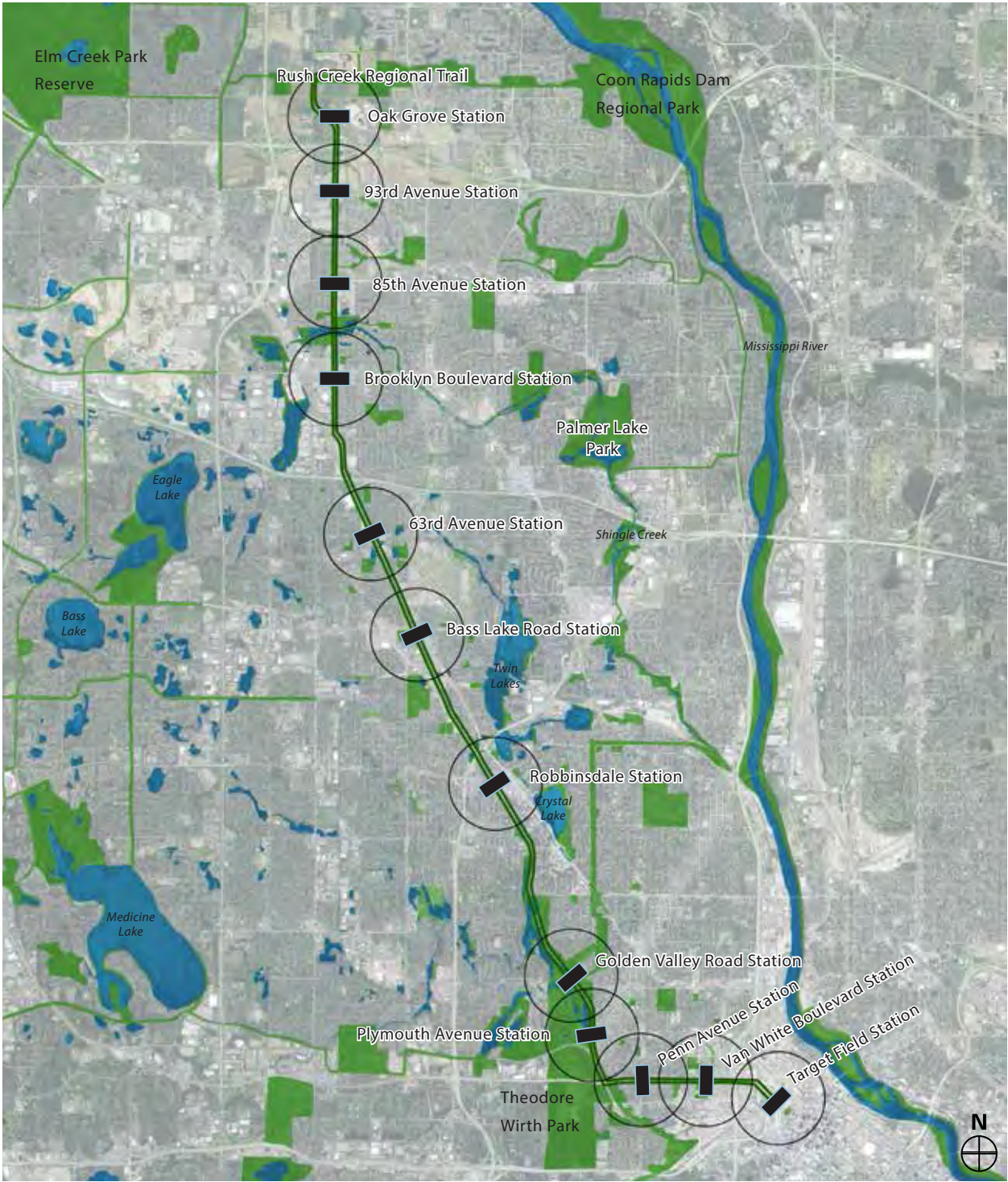


Fig. 2 REGIONAL OPEN SPACE NETWORK



# Station Area Planning

Station area planning is the first step in the planning and implementation process for changes that will occur “beyond the rails.” It is designed to be coordinated with, and run parallel to, the planning and engineering of the LRT line. Station area planning is a community-based process that examines the area within a ½-mile radius, or a ten-minute walk, of a proposed LRT station. The goal is to create a near-term and long-term vision that reflects the community’s goals, ensures that the LRT infrastructure is effectively integrated with the surrounding community, and helps the community take advantage of this new transit investment. The result is a vision for the area, coupled with a set of recommended actions and policy changes for cities, agencies, and local communities to consider as they move forward to realize that vision.

The Brooklyn Park Station Area planning process is a joint effort of Hennepin County and the City of Brooklyn Park. The process began in spring 2015 and concludes with the publication of this report in summer 2016. This report presents the summary of that effort, and documents the resulting station area plans for the five stations in Brooklyn Park: 63rd Avenue, Brooklyn Boulevard, 85th Avenue, 93rd Avenue, and Oak Grove Parkway. Definitions of key terminology used in the report can be found in the Glossary at the end of this document.

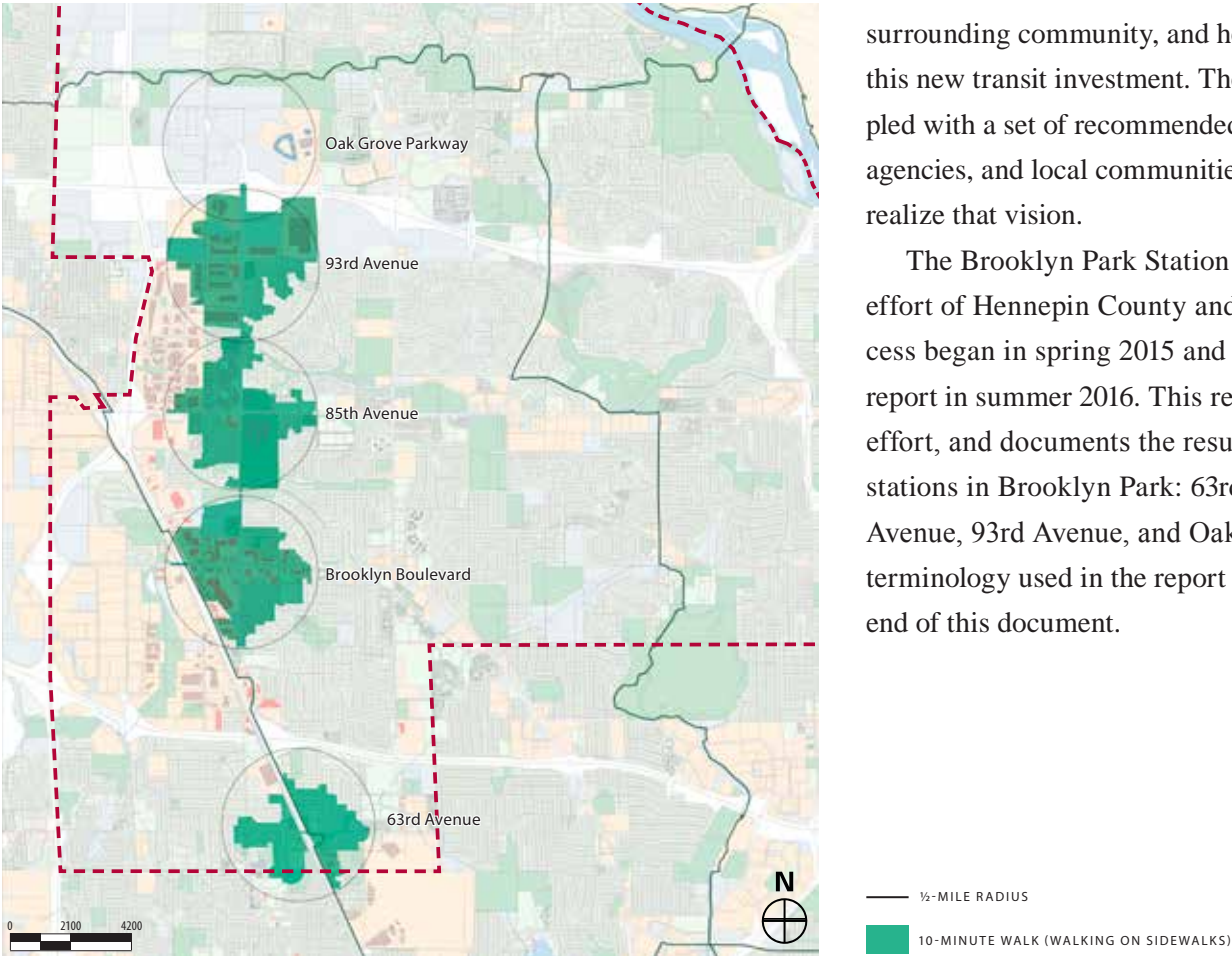


Fig. 3 10-MINUTE WALKSHED

## BENEFITS OF STATION AREA PLANNING

<b>SUPPORTS NEIGHBORHOODS</b>	Constructing a new LRT line can be a big change for local communities. Station area planning helps ensure that cities can proactively plan for those changes, take advantage of the benefits, and create plans that reflect the community’s vision for its future. Station area planning preserves and builds on the best qualities of existing neighborhoods, makes recommendations for appropriate improvements, and supports the local vision for the future of these areas.
<b>MAKES THE MOST OF LIGHT RAIL TRANSIT INVESTMENT</b>	Riders are key to making a successful LRT investment. The easier it is for people to get to the train, the more people will use it. Station area planning supports transit by designing complete streets which make it easier for people to walk and bike to the station and connect to key destinations and trails. The plan also covers the types of future land use and potential development that should be considered given this new transit investment. The more opportunities there are for people to work, live, shop, attend school, or visit other key destinations within the station areas along Bottineau LRT, the more people will use LRT. The federal government looks at these factors, as well as station area planning efforts, when it is rating LRT projects. These ratings determine which projects from around the Country will have priority to receive federal funding to build light rail.
<b>SUPPORTS HEALTHY COMMUNITIES</b>	Healthy communities are walkable, bikeable, and vibrant. They connect people and places, making it easier to get around without a car. They also include community gardens, farmers’ markets, and grocery stores that provide healthy foods, and places like parks where people can recreate and socialize. Residents have the training and education they need to access local jobs, and there is housing, shops, and services that match their needs. Ensuring that these conditions are available to all people, regardless of age, race, or wealth contributes to health equity, which is a priority to Hennepin County and one that the county has been working on in Bottineau communities for a number of years.

TABLE 1 Benefits of Station Area Planning

# Analysis

The planning process is supported by, and grounded in, a strong community engagement effort. The City of Brooklyn Park and Hennepin County took the lead in facilitating community meetings and workshops to get input and feedback from a wide range of stakeholders. This section of the report begins with a summary of those engagement activities and what was learned.

The Health Equity section provides an overview of the findings from a previous study, the Bottineau Transitway Health Impact Assessment, which found that the Bottineau LRT project presents an opportunity to begin improving health in the communities along the light rail extension. As a result, health equity considerations were included as a special area of focus during the planning process. A cohort of community organizations, the Health Equity & Engagement Cohort (HEEC), was formed early on to conduct targeted engagement of populations experiencing disparities in health outcomes and to assist in developing strategies for moving forward.

A preliminary real estate market analysis was also completed to inform the planning efforts. This study looked at the development potential associated with the Brooklyn Park transit stops. An urban design analysis that documents existing individual land uses and connections was also done as part of the station area planning process and both are summarized in this section of the report.

Together, these broad discussions and studies help paint a picture of Brooklyn Park today and begin to outline a vision for the future.



BROOKLYN PARK COMMUNITY AND STAKEHOLDER ENGAGEMENT



BROOKLYN PARK COMMUNITY AND STAKEHOLDER ENGAGEMENT



## Community and Stakeholder Engagement

Community engagement began in March 2015 with a concerted effort by the City of Brooklyn Park to identify and invite people who live, work, or are otherwise interested in the city's station areas to join a Community Working Group (CWG) to help guide the planning effort, assist with community outreach and engagement, and review design concepts and draft plans. Separate CWGs were formed for the Brooklyn Boulevard, 85th Avenue, 93rd Avenue, and Oak Grove stations. Since community-based planning had been completed in 2012 for the area around the 63rd Avenue station, no CWG was originally created for that station area. Based on early feedback from both the CWG groups and the larger community, three critical changes were made early in the process:

- » Re-focused the planning effort first to create an overall framework for the five-station corridor that will exist within Brooklyn Park, and examine how it will fit into, and connect with, the entire city.
- » Brought all the Community Working Groups together to focus on the five-station corridor as a whole, while also determining the unique character of each station and how the five stations will function together and complement one another.
- » Added targeted community engagement with stakeholders around the 63rd Avenue station.



BROOKLYN PARK COMMUNITY AND STAKEHOLDER ENGAGEMENT



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As part of Hennepin County’s health initiatives in the Bottineau Corridor, a cohort of community organizations called the Health Equity & Engagement Cohort (HEEC) was formed to assist in engaging populations that are traditionally underrepresented in standard public outreach processes. In addition, eight on-street engagement activities were held during the analysis phase of the project, including events at Park Brook Elementary School, Park Haven Apartments, the Starlite Transit Center, North Hennepin Community College, Village Creek Summer Bash, Family Summer Splash, and Tater Daze. The purpose of these on-street activities was to engage people who would otherwise not be actively engaged in the project and to further assess strengths, weaknesses, concerns, and opportunities related to the Brooklyn Park station areas.

Throughout the planning process three community-wide meetings were held to get input and feedback from the larger community. At the initial meeting on July 17, 2015, community members and stakeholders were invited to share their thoughts and ideas about the strengths and weaknesses of the areas surrounding the five proposed LRT stations, as well as a vision for the future.

A design workshop was held from September 28 to October 2, 2015. The first portion of the workshop focused on creating a framework for the entire five-station LRT corridor that will exist within the city of Brooklyn Park, examining connections and linkages to the entire city, while identifying the unique characteristics of each of the five stations. The second part of the workshop focused on specific designs for each of the five stations. The design workshop included a series of focus group sessions where technical experts, community leaders, members of the business community, residents, the CWG and HEEC, and other stakeholders were invited to share

their ideas, concerns and vision for the area and provide feedback on initial design concepts. Several design concepts were developed and presented for feedback at the second community-wide meeting held on October 1, 2015.

Based on that community feedback as well as additional technical analysis, these plans were then tested and refined. Final design concepts were presented at a third community-wide meeting on November 4, 2015 during which community residents and stakeholders reviewed and provided additional feedback.

A Technical Advisory Committee (TAC), comprised of representatives from public agencies involved in the project, was also engaged and met throughout the process to review and provide comments and direction on technical information for the project from the standpoint of their agency.

SUMMARY OF COMMUNITY AND STAKEHOLDER INPUT			
STATION	COMMUNITY STRENGTHS/ POTENTIAL LRT BENEFITS	CHALLENGES/ LRT CONCERNS	VISION FOR THE FUTURE
BROOKLYN PARK — CORRIDOR-WIDE	<b>Community Strengths:</b>	<b>Challenges:</b>	» Improved access and connections: biking, walking, bus routes, better roads, and wayfinding in multiple languages
	» Convenient location with a family feel	» Unemployment and underemployment	» Redevelopment including: retail, office, restaurants, and outdoor and entertainment venues
	» Diversity of population	» Business development by people of color	
	» Parks and amenities	» Providing culturally inclusive services	
	» Quality of public services	» Mobility and access	» Housing and jobs
	» Diversity and quality of housing	<b>LRT Concerns:</b>	
	» Colleges, libraries and education programs	» Gentrification: potential impact on property values, taxes, acquisitions, displacement, and economic and housing equity	» Outdoor public spaces including parks and trails
	<b>Hopes for LRT:</b>	» Safety and security: railroad and road crossings, fear of crime, and emergency service response times	» More publicly accessible spaces, both indoor and outdoor
	» Better access to jobs and education		» Improved education and employment services, especially for youth
	» Economic opportunities for existing and new businesses		
	» Potential for increased property values	» Neighborhood impacts: noise, parking, changes in neighborhood character, and land acquisition	» Support for growing local businesses including those owned by immigrants and people of color
	» Attract more visitors and workers to Brooklyn Park		
	» Better quality of life through improved health, better housing, reduced congestion, and reduced reliance on cars	» Access to the LRT stations: Traffic, parking, and access for people with disabilities	
		» Things to consider for LRT stations: public restrooms, weather protections for seniors and people with strollers, and bike storage	

TABLE 2 STRENGTHS, WEAKNESSES, AND VISIONS Summary of input provided by the community



SUMMARY OF COMMUNITY AND STAKEHOLDER INPUT			
STATION	COMMUNITY STRENGTHS/POTENTIAL LRT BENEFITS	CHALLENGES/LRT CONCERNS	VISION FOR THE FUTURE
63RD AVENUE STATION	<p><b>Community Strengths:</b></p> <ul style="list-style-type: none"> <li>» Value senior housing and affordable residential neighborhoods</li> </ul> <p><b>Hopes for LRT:</b></p> <ul style="list-style-type: none"> <li>» Attract younger residents and retain existing residents</li> <li>» Bring new development into the area, including additional affordable housing</li> <li>» Improve access to medical services</li> <li>» Improve connections for people walking, biking, taking transit, and in cars</li> </ul>	<p><b>Challenges:</b></p> <ul style="list-style-type: none"> <li>» Desire for improved lighting</li> <li>» Need more bike paths and sidewalks</li> <li>» Access to medical services</li> <li>» Concerns about crossing County Road 81. How to make it easier and feel safer</li> </ul> <p><b>LRT Concerns:</b></p> <ul style="list-style-type: none"> <li>» Provide connecting transit service from LRT station, particularly to senior housing</li> </ul>	<ul style="list-style-type: none"> <li>» Less car-dependent culture</li> <li>» More connections to other communities</li> <li>» Walkable, bike friendly, safe station area, including easy and safe crossing of County Road 81</li> <li>» More affordable, workforce housing with mix of seniors and younger residents</li> <li>» Improved quality of life with access to medical services and more fresh food choices (including a local grocery store)</li> <li>» Development potential seen along Highway 81, 63rd Avenue, and behind the existing park and ride</li> </ul>
BROOKLYN BOULEVARD STATION	<p><b>Community Strengths:</b></p> <ul style="list-style-type: none"> <li>» Existing shops and restaurants</li> <li>» Trails and natural water features</li> <li>» People already walk a lot</li> <li>» Existing services, including proximity to fire station</li> </ul> <p><b>Hopes for LRT:</b></p> <ul style="list-style-type: none"> <li>» Improve access to jobs and bring more jobs and better job training to the area</li> <li>» Business development and more independent businesses, and businesses owned by immigrants and people of color</li> <li>» Provide better connections to other locations</li> <li>» Add sidewalks and trails, including wayfinding in multi-languages, and improve bus connections</li> <li>» Add public spaces and public art</li> <li>» Mix of uses including shopping, restaurants, housing, and entertainment</li> <li>» Better quality of life and improved health through walking/biking to LRT and less money spent on gas</li> </ul>	<p><b>Challenges:</b></p> <ul style="list-style-type: none"> <li>» Desire for improved lighting</li> <li>» Need more bike paths and sidewalks</li> <li>» Access to medical services</li> <li>» Concerns about crossing County Road 81, how to make it easier and feel safer</li> </ul> <p><b>LRT Concerns:</b></p> <ul style="list-style-type: none"> <li>» Provide connecting transit service from LRT station, particularly to senior housing</li> </ul>	<ul style="list-style-type: none"> <li>» Less car-dependent culture</li> <li>» More connections to other communities</li> <li>» Walkable, bike friendly, safe station area, including easy and safe crossing of County Road 81</li> <li>» More affordable, workforce housing with mix of seniors and younger residents</li> <li>» Improved quality of life with access to medical services and more fresh food choices (including a local grocery store)</li> <li>» Development potential seen along Highway 81, 63rd Avenue, and behind the existing park and ride</li> </ul>



BROOKLYN PARK COMMUNITY AND STAKEHOLDER ENGAGEMENT



BROOKLYN PARK COMMUNITY AND STAKEHOLDER ENGAGEMENT

TABLE 2 (CONTINUED) STRENGTHS, WEAKNESSES, AND VISIONS Summary of input provided by the community  
 Note: this table summarizes community input gathered at community-wide meetings, community working group meetings, on-street engagement activities and during health equity engagement.

SUMMARY OF COMMUNITY AND STAKEHOLDER INPUT			
STATION	COMMUNITY STRENGTHS/POTENTIAL LRT BENEFITS	CHALLENGES/LRT CONCERNS	VISION FOR THE FUTURE
85TH AVENUE STATION	<p><b>Community Strengths:</b></p> <ul style="list-style-type: none"><li>» Quiet residential area with modest traffic and easy access across 85th Avenue and West Broadway</li><li>» North Hennepin Community College (NHCC) and the County library</li><li>» Easy access to Highway 610 and Highway 169</li><li>» Shingle Creek Regional Trail</li></ul> <p><b>Hopes for LRT:</b></p> <ul style="list-style-type: none"><li>» Better access for students at NHCC</li><li>» Improve awareness of the college</li><li>» Help integrate NHCC into surrounding community</li><li>» Preserve existing housing</li><li>» More student housing</li><li>» Improve businesses conditions</li></ul>	<p><b>Challenges:</b></p> <ul style="list-style-type: none"><li>» Connections to other bus routes and Northstar commuter rail</li><li>» Concern that plan will only be about NHCC</li><li>» Concerns that development and services won't benefit communities experiencing health disparities</li></ul> <p><b>LRT Concerns:</b></p> <ul style="list-style-type: none"><li>» Property impacts: property values, tax increases, vibration, flooding, access, and construction</li><li>» Quality of life: noise, emergency services, and hide and park</li><li>» Safety and security: crime, homeless on LRT, and safety for cars, kids, animals, pedestrians</li><li>» Address all parking needs: park and ride/park and hide, library, NHCC, and businesses</li><li>» Impacts of redevelopment: loss of housing and jobs</li><li>» Traffic impacts: access to Maplebrook, left turns at 85th Avenue, safe crossings, and increased traffic</li></ul>	<ul style="list-style-type: none"><li>» Full development of NHCC, library, shopping center, and vacant land</li><li>» Include a mix of uses in the area: retail, commercial, housing, and services.</li><li>» More student housing in the area.</li><li>» Mixed-use development at SW corner including grocery store and apartments</li><li>» More park area and better access to parks including College Park</li><li>» Include bike paths and sidewalks, including good connections to the library</li><li>» Incentives for local and small businesses</li><li>» Public/private partnerships and other joint venture/joint use opportunities</li></ul>
93RD AVENUE STATION	<p><b>Community Strengths:</b></p> <ul style="list-style-type: none"><li>» Growing area near business and residential neighborhood</li><li>» Diversity of housing types and values</li><li>» Good access to transportation, including Highway 610</li></ul> <p><b>Hopes for LRT:</b></p> <ul style="list-style-type: none"><li>» Provides access to jobs and housing</li><li>» Draws people from nearby neighborhoods to shop and do business</li><li>» Improves biking and walking trails and sidewalks</li><li>» Encourages development including businesses, entertainment, and housing</li><li>» Keeps people in the area, including young people</li></ul>	<ul style="list-style-type: none"><li>» Environmental concerns including preservation of the local ecology</li><li>» Need for bike paths, walking trails, and sidewalks, especially along 93rd Avenue</li><li>» Traffic impacts including intersection operations, access to local roads, access to and across Highway 610</li><li>» Land acquisition and compensation for loss in property values</li></ul>	<ul style="list-style-type: none"><li>» Quick and easy access for workers and others — 24 hours/day, 7 days/week</li><li>» Vibrant business community with jobs of all skill levels and retail shops and boutiques</li><li>» East-west connections to LRT with good pedestrian and bicycle connections</li><li>» More vibrant educational opportunities</li></ul>

TABLE 2 (CONTINUED) STRENGTHS, WEAKNESSES, AND VISIONS Summary of input provided by the community

Note: this table summarizes community input gathered at community-wide meetings, community working group meetings, on-street engagement activities and during health equity engagement.



BROOKLYN PARK COMMUNITY AND STAKEHOLDER ENGAGEMENT



BROOKLYN PARK COMMUNITY AND STAKEHOLDER ENGAGEMENT



SUMMARY OF COMMUNITY AND STAKEHOLDER INPUT			
STATION	COMMUNITY STRENGTHS/POTENTIAL LRT BENEFITS	CHALLENGES/LRT CONCERNS	VISION FOR THE FUTURE
OAK GROVE PARKWAY STATION	<b>Community Strengths:</b> <ul style="list-style-type: none"> <li>» Rush Creek Regional Trail</li> <li>» Biking opportunities now and in the future</li> <li>» Opportunities for new development — a blank slate with many possibilities</li> </ul>	<ul style="list-style-type: none"> <li>» Traffic impacts: increased traffic, traffic speeds, and access for trucks</li> <li>» Operations and Maintenance Facility (OMF): orientation, design, noise impacts</li> <li>» Parking for park and ride and transit connections</li> <li>» Safety and security including crime</li> <li>» Equity: concern that places and services will be “high end” and won’t be accessible or benefit workers and groups experiencing health disparities</li> </ul>	<ul style="list-style-type: none"> <li>» Create a main street feel: bustling area with visual appeal and good design, green spaces, outdoor spaces and outdoor seating, and coffee and sandwich shops near the station.</li> <li>» Preserve trees</li> <li>» Good bicycle, pedestrian, and transit connections to the rest of the city and to Rush Creek Regional Trail</li> <li>» Easy access for people with disabilities</li> <li>» Area with racial, social, economic, and visual/design diversity</li> </ul>
	<b>Hopes for LRT:</b> <ul style="list-style-type: none"> <li>» Attract investment by making this area a destination with high-density housing</li> <li>» Provide walking and bike access to/from Rush Creek Regional Trail</li> <li>» Provide adequate parking for park and ride passengers</li> </ul>		

TABLE 2 (CONTINUED) STRENGTHS, WEAKNESSES, AND VISIONS Summary of input provided by the community

Note: this table summarizes community input gathered at community-wide meetings, community working group meetings, on-street engagement activities and during health equity engagement.



BROOKLYN PARK COMMUNITY AND STAKEHOLDER ENGAGEMENT



BROOKLYN PARK COMMUNITY AND STAKEHOLDER ENGAGEMENT

# Health Equity

Hennepin County incorporated health considerations as a special area of focus in station area planning recognizing that transportation systems and the characteristics of our neighborhoods have a substantial impact on community health and that populations within the Bottineau Corridor experience significant disparities in health outcomes.

In 2013, Hennepin County published the Bottineau Transitway Health Impact Assessment (HIA), which documented dramatic economic, environmental, and social inequalities in the Bottineau Corridor compared to the rest of the region. These inequities have resulted in substantial disparities in health outcomes (chronic disease and life expectancy) in some Bottineau communities. The Bottineau LRT offers an opportunity to begin improving health in these communities.

The following are the HIA recommendations for station area planning:

- » Conduct additional analysis to identify low-income and transit dependent populations along the proposed route that could easily connect to light rail via the bus or another transit service.
- » Engage populations living in the Bottineau Corridor during station area planning and incorporate engagement strategies to reach traditionally underrepresented groups such as low-income, minority, immigrant, and non-English speaking populations.
- » Focus Bottineau Corridor cities’ residential and commercial growth in the station areas and implement requirements that encourage higher density, mixed-use development that benefits existing communities.
- » Incorporate pedestrian and bicycle infrastructure improvements into station area plans to improve traffic safety and facilitate access to the transit stations by foot and bike.
- » Preserve existing affordable housing and support the development of quality affordable and mixed-income housing near transit locations.



Pedestrian and bicycle access for all are priorities of the plan



Engagement strategies aimed to reach underrepresented groups



Providing spaces for all ages is an important aspect of equity



The HIA recommendations above address key health factors called “social determinants of health.” These factors are characteristic of virtually every community and affect our health, for better and for worse. Good station area planning can help tip these social determinants of health in a community’s favor so the physical design of the area around the LRT stations, as well as the human capital programs associated with that design, become assets that contribute to improving overall community health.

Each station area along the Bottineau LRT in Brooklyn Park is made up of a unique mix of people of different races, ages, and income levels. Children, seniors, and transit dependent populations have the most to gain from improved transit access and positive changes to walking and biking in the station area. As Table 3 demonstrates, these populations make up a substantial portion of corridor residents. Children comprise 25–35% of the population in each station area. Seniors account for 14% of residents in the 63rd Avenue station area and less than 10% in the rest of the corridor. Zero car households (completely transit dependent households) make up about 15% of residents in the 63rd Avenue and Brooklyn Boulevard station areas.

Residents living in poverty also have the potential to benefit greatly from high frequency LRT transportation in their neighborhood. There are many residents living in poverty in the Bottineau corridor, including 24% of residents in the 63rd Avenue station area and 28% of residents in the Brooklyn Boulevard station area. The LRT can provide access to education, employment, and other opportunities, and reduce the need for car ownership which is a significant financial burden for lower income residents.

At about 50% people of color, Brooklyn Park overall and the Bottineau LRT corridor specifically have a higher percentage of persons of color compared to the rest of Hennepin County. In general, populations of color and immigrant populations typically experi-

ence disparities in key determinants of health such as employment, income, and healthy food access compared to the overall population. The Bottineau LRT has the potential to reduce these disparities for the African American, Liberian, Nigerian, Lao, Hmong, and other communities along the line.

BROOKLYN PARK COMMUNITY PROFILE							
	63RD AVENUE 1/2-mile Station Area	BROOKLYN BOULEVARD 1/2-mile Station Area	85TH AVENUE 1/2-mile Station Area	93RD AVENUE 1/2-mile Station Area	OAK GROVE 1/2-mile Station Area	BROOKLYN PARK	HENNEPIN COUNTY
Population (2010)	4,065	2,339	2,755	788	51	75,781	1,152,388
Persons under 18 years	27%	32%	28%	34%	35%	29%	22%
Persons over 65 years	14%	6%	8%	3%	4%	8%	12%
Persons of Color	58%	64%	49%	56%	51%	48%	24%
Zero car households	14%	15%	2%	2%	0%	3%	11%
Living in Poverty	24%	28%	11%	11%	8%	12%	13%
<i>Data Sources: U.S. Census (2010); American Community Survey 2007–2011 5-year summary file</i> <i>Living in poverty is defined as populations living in households whose income is at or below the U.S. Department of Health and Human Services poverty thresholds. As a reference, this threshold was \$22,300 in 2010 for a family of four. People of color is defined as non-white.</i>							

TABLE 3 Brooklyn Park Community Profile

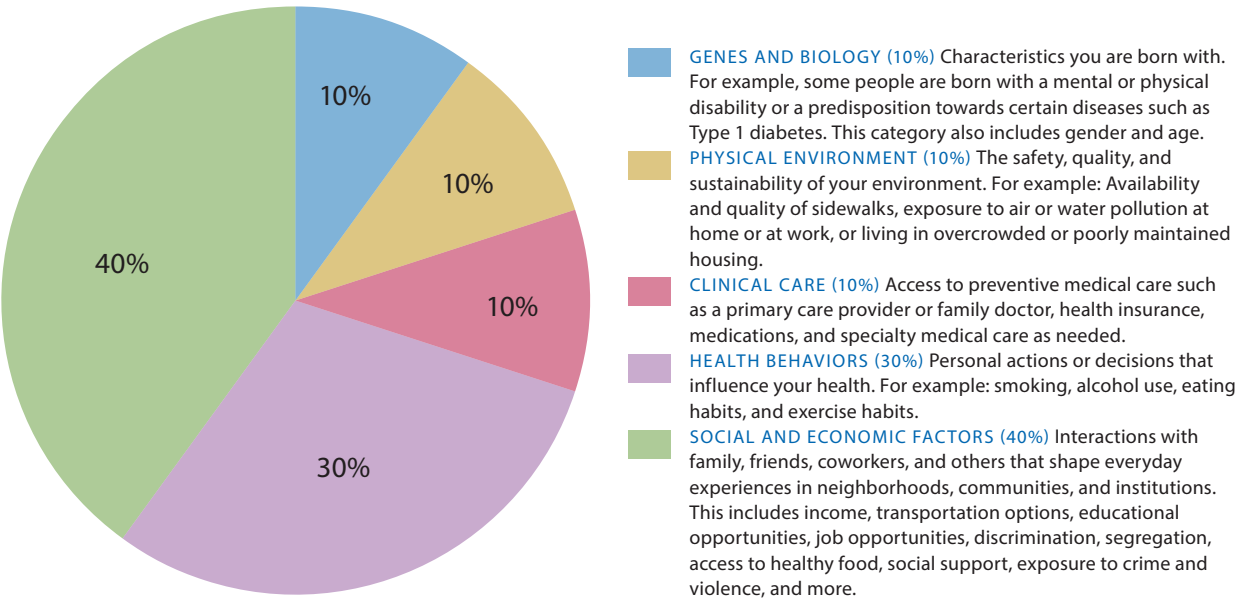


Fig. 4 SOCIAL DETERMINANTS OF HEALTH  
Source: Determinants of Health Model based on frameworks developed by the Minnesota Department of Health at [http://www.health.state.mn.us/divs/chs/healthequity/ahe\\_leg\\_report\\_020414.pdf](http://www.health.state.mn.us/divs/chs/healthequity/ahe_leg_report_020414.pdf) and the following papers: Tarlov AR. Ann N Y Acad Sci 1999; 896: 281-93; and Kindig D, Asada Y, Booske B. JAMA 2008; 299(17): 2081-2083.

## Market Analysis

### EXISTING CONDITIONS AND SITE ANALYSES

A high-level preliminary real estate market analysis was performed by SB Friedman Development Advisors for various uses within the five proposed station areas in the city of Brooklyn Park (the “Study Area”). A market study analyzes the economic, financial, physical, and demographic conditions of a community and the market’s ability to support additional real estate development without public sector support or intervention.

In addition to the market, there are a wide range of policy and financial tools that policy makers can use to support real estate development that would not otherwise occur. These tools can be used to support a need in the community that the market on its own cannot address. Housing affordability is one example. Due to the total cost of new construction, the private market on its own will not produce affordable housing, so these programs are dependent on political support and financial commitment from all levels of government. This analysis focuses solely on market conditions and does not address these policy issues.

The market recommendations in this plan came out of the following work:

- » Evaluated existing conditions within the Study Area;
- » Assessed competitive supply, including planned projects for residential, retail, and office development within the relevant market areas;
- » Evaluated demand for these uses;
- » Considered the potential impacts of catalytic infrastructure improvements within the Study Area, namely the proposed METRO Blue Line Extension or Bottineau LRT; and
- » Identified potential development opportunities, including product types and scale.

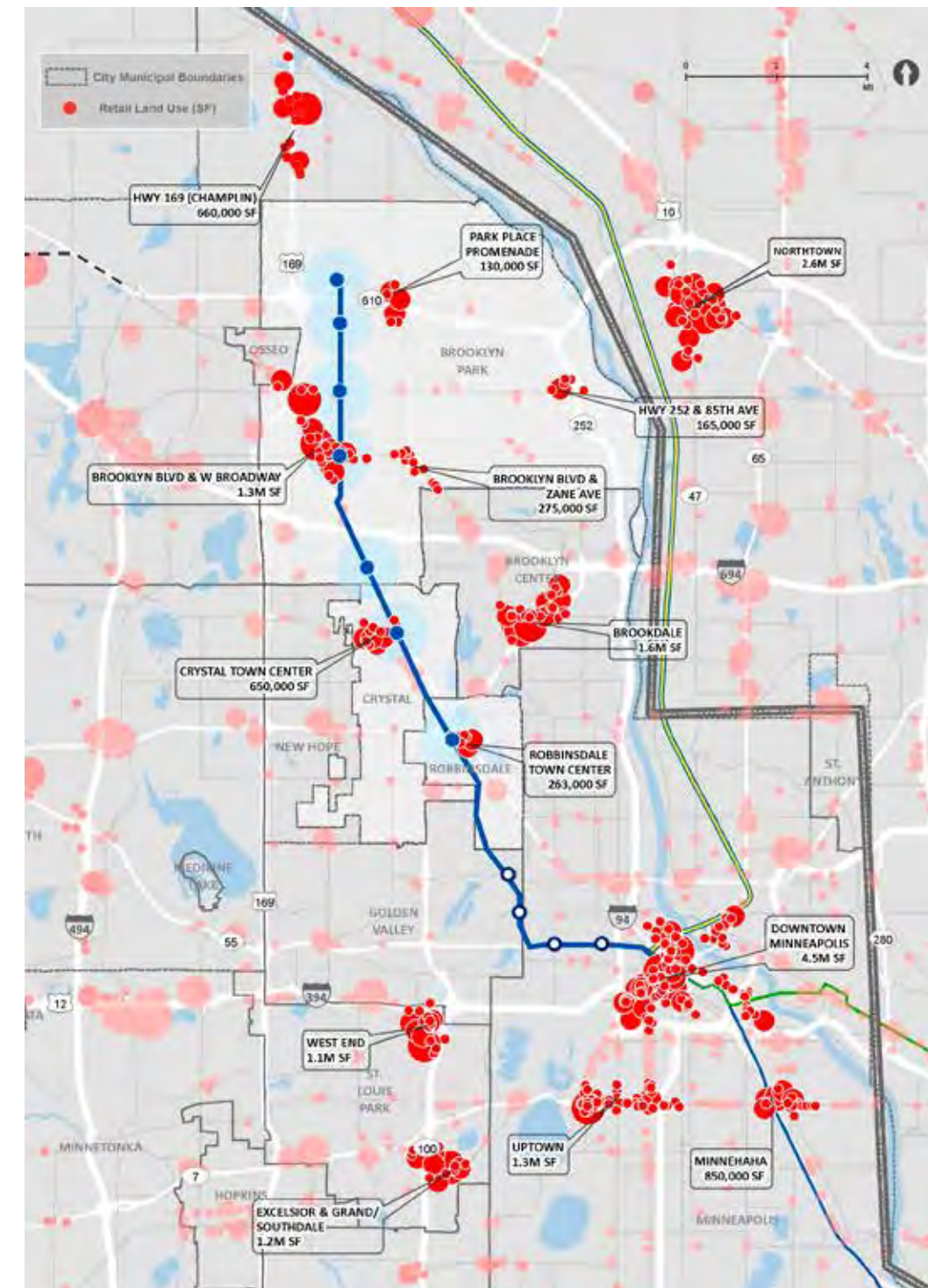


Fig. 5 SELECTED REGIONAL RETAIL CLUSTERS AND MAJOR CENTERS

Source: CoStar, Esri, SB Friedman



The Brooklyn Park Study Area is defined as the ½-mile of land around each of the proposed LRT stations in Brooklyn Park: 63rd Avenue, Brooklyn Boulevard, 85th Avenue, 93rd Avenue, and Oak Grove. Except for the purposes of evaluating possible competitive supply, the Study Area does not include land more than a ½-mile from a station as proximity to transit would cease to be a major factor in that land’s development.

Key Assets

With five stations proposed in Brooklyn Park, the city has a number of opportunities to increase transit oriented development. Strengths of Brooklyn Park include:

- 1 **Land Availability** This asset is largely due to the amount of vacant land surrounding the Oak Grove station. The large parcels near that station decreases the need for complicated land assembly compared to the fragmented ownership around other stations in Brooklyn Park and at other stations along the Bottineau LRT corridor.
- 2 **Greater Potential for Market-Rate Development** The areas around the four northern-most stations in Brooklyn Park have the highest incomes of any part of the Bottineau LRT corridor. Though land scarcity and financial gaps may continue to be issues, attracting market-rate development may be somewhat easier in northern Brooklyn Park than at other locations along the Bottineau LRT corridor.
- 3 **Public Land Ownership** A few parcels in the Study Area are publicly owned, including land near the 63rd Avenue station as well as the 85th Avenue Station where North Hennepin

Community College owns land. When suitable sites can be found, publicly owned land has the opportunity to be developed with a broad range of goals in mind, not just financial goals, possibly increasing the types of uses of a site.

- 4 **Demographic Change** Hennepin County will continue to age along with the United States’ population. From 2016-2025 persons in their 70s will have the greatest growth of any age group. Some senior citizens will likely prefer to both downsize their homes and reduce the time and energy required to maintain a house. Stations that can combine proximity to Minneapolis with comparatively lower housing costs may be able to capture some of these households. This demographic shift may increase the appeal of walkable multifamily housing adjacent to transit which would be a unique product in Brooklyn Park’s housing market.



Fig. 6 Map of Development Since 1990, Study Area for Bottineau LRT corridor through Brooklyn Park  
Source: CoStar, Esri, SB Friedman

CORRIDOR-WIDE COMPETITIVE SUPPLY AND PLANNED PROJECTS

To develop preliminary insights into development potential in the Study Area, market conditions were analyzed at a regional scale, either county-wide or near the Bottineau LRT corridor, for three product types — residential, retail, and office. For each product type, opportunities and challenges were assessed within the Study Area, which helped inform the final conclusions. Because of similarities in its economic profile and recent development, the existing METRO Blue Line, which connects downtown Minneapolis and Bloomington, was used as an indicator of the amount of development that could occur after the development of a new light rail transit line. The competitive environment and development context for each of the three product categories are summarized in Table 2.

CORRIDOR-WIDE COMPETITIVE SUPPLY AND PLANNED PROJECTS			
	RESIDENTIAL	RETAIL AND RESTAURANTS	OFFICE
Competitive Supply in Past 25 Years	<div>» Throughout the suburban communities along the Bottineau LRT corridor, approximately 300 units of multifamily rental apartments have been built over the past 25 years, the vast majority being senior housing.</div> <div>» Brooklyn Park is currently adding 480 units of new market-rate apartments near the future Oak Grove station. The project was made financially feasible due partially to public Tax Increment Financing (“TIF”) assistance and tax abatement.</div>	<div>» Regional-level retail has tended towards western and southern suburbs lining I-494, up to and including Maple Grove. Locally, Brooklyn Boulevard has extensive power center retail, the Brookdale Mall site is being redeveloped, and smaller clusters exist in downtown Robbinsdale and around the Crystal Shopping Center.</div>	<div>» Target’s North Campus has been the only large office development near the Bottineau LRT corridor.</div> <div>» Existing Brooklyn Park office buildings have strong occupancy, so there may be demand for additional space.</div>
Future Development Potential	<div>» Residential demand throughout the Bottineau LRT corridor is expected to grow, similarly to the growth that occurred in South Minneapolis after the existing METRO Blue Line opened. With the assistance of public funds to support some affordable units, housing development went from 132 units built from 1990-2003 to 1,048 units built from 2004-2015.</div>	<div>» Along the Bottineau LRT corridor, transit oriented retail would likely occur at a smaller scale than much of the existing Brooklyn Park retail, which is highly auto-oriented and includes large building footprints with surface parking.</div> <div>» Oak Grove has much greater opportunity for retail development, totaling 100,000+ SF of community retail, potentially including a drug store, grocery, and restaurants.</div>	<div>» If demand remains and a suitable site can be found, medical office development may become more feasible and could take a form similar to the Crystal Medical Office Building (5700 Bottineau Blvd.), containing 45,000 square feet over two floors.</div> <div>» Larger-scale corporate office would likely only be feasible at Oak Grove. Development largely relies on the decisions of Target Corp.</div>

TABLE 4 Corridor-wide Competitive Supply and Planned Projects



DEVELOPMENT OPPORTUNITIES AND OTHER CONSIDERATIONS

Based on analysis of competitive supply, demographic trends, demand, and existing conditions within the Study Area, potential opportunities for near-term and long-term development were identified for each of the five station areas. The strongest market potential in the near-term for stations along the entire Bottineau LRT line appears to be for attached housing. However, new development will only be realized if developers can identify suitable sites that are properly priced for the market. At the Oak Grove station there is demand in the near-term for all development types. Other than at Oak Grove, finding a suitably large site ready for redevelopment will be one of the greatest challenges in the near-term.

Near-term (five-year) Development Potential

Aside from the Oak Grove station area, there may be limited opportunities for development within the Study Area in the first five years after the METRO Blue Line Extension opens. Given the challenges and costs associated with redevelopment such as site assemblage, demolition, and environmental remediation, financial assistance from the city may be required to make some or all of these products financially feasible. Development products that may be feasible (potentially with financial assistance) within this timeframe are summarized for each station area in Tables 5 through 9.

Long-term Development Potential

Over the next 10 to 20 years, the redevelopment of the Study Area has the opportunity to shift perceptions of Brooklyn Park, and in turn, shift the market. If early redevelopment projects and large, transformative infrastructure investments such as Bottineau LRT and the reconstruction of West Broadway are successful, there may

NEAR-TERM DEVELOPMENT POTENTIAL 63RD AVENUE STATION			
	RESIDENTIAL	RETAIL AND RESTAURANTS	OFFICE
Development Potential and Type	» Station has lowest median income of any Brooklyn Park station, making market-rate development more difficult  » Strong demand for affordable and senior housing — a building of 60-80 units if site can be found	» Infill retail. Small scale — tens of thousands of square feet  » Neighborhood retail including nail salons, dry cleaners, and convenience tenants may be feasible, depending on policy decisions and financial assistance from city	» Medical/spec office may occupy upper floors of a redevelopment. Small scale — tens of thousands of square feet
Constraints	» Development potential greatly limited by lack of available land, existing residential uses surrounding the area, as well as a fairly new parking structure and light industrial buildings on the southeastern corner of 63rd Avenue and County Road 81. The only vacant parcel is the county-owned land at the southeast corner of the intersection. Existing development in the surrounding area may be more economically viable in the near-term		

TABLE 5 63rd Avenue Station Near-term Development Potential

NEAR-TERM DEVELOPMENT POTENTIAL BROOKLYN BOULEVARD STATION			
	RESIDENTIAL	RETAIL AND RESTAURANTS	OFFICE
Development Potential and Type	» Market-rate apartments benefit from proximity to Minneapolis and higher incomes than 63rd Avenue, but still likely financial gaps  » Strong demand for affordable and senior housing — a few buildings where locally desired, 40 to 80 units per building if sites redevelop	» Infill retail. Small scale — tens of thousands of square feet  » Chain brands or local stores, depending on policy decisions and financial assistance	» Medical/spec office may occupy upper floors of a redevelopment. Small scale — tens of thousands of square feet
Constraints	» Large-scale, auto-oriented retail surrounding stations appears stable. Unless a landowner chooses to redevelop, there is limited near-term redevelopment potential		

TABLE 6 Brooklyn Boulevard Station Near-term Development Potential

NEAR-TERM DEVELOPMENT POTENTIAL 85TH AVENUE STATION			
	RESIDENTIAL	RETAIL AND RESTAURANTS	OFFICE
Development Potential and Type	» Development site northeast of station likely for housing development, surrounding incomes possibly strong enough to support market rate. Small shopping center site west of North Hennepin Community College might also want to become housing	» Proximity to community college population may create small demand for services or small office, infill development potential if the site on the northeast corner of 85th Avenue and College Parkway incorporates those uses	
Constraints	» Surrounding residential and institutional uses are unlikely to move in the near- or long-term. Other than one or two individual projects on the north side of 85th Avenue near College Parkway, or at the southwest corner of 85th and West Broadway Avenues, there is little room for new development or redevelopment		

TABLE 7 85th Avenue Station Near-term Development Potential

be long-term opportunities for additional development in the Study Area. Below is an outline of what types of long-term development is possible, organized by the stations’ development potential.

63rd Avenue, 85th Avenue, and 93rd Avenue Stations

- » Very little change in development trend in the long-term. Existing office, institutional, and residential uses surrounding stations are unlikely to change.
- » Each station has a key site or two that are likely to be developed as individual projects in the near- or long-term but are unlikely to contribute to a larger station-wide development.

Brooklyn Boulevard Station

- » Long-term development will follow near-term development trend unless one or more large retail property owners decide to redevelop and reposition a major site into transit oriented development.
- » If there is interest in full redevelopment, retail with some office and/or housing (market rate apartments, senior apartments, others) may become a possibility given the relatively strong existing conditions.

Oak Grove Station

- » Substantial near- and long-term potential for all products — market rate rental housing, office, retail, and possibly hospitality. Development is dependent, in part, on decisions made by the owner of the land, which is currently the Target Corporation.
- » To build all desired product types, including office, retail, and residential, in proximity to each other, transit oriented development with a walkable urban form is likely required.

NEAR-TERM DEVELOPMENT POTENTIAL 93RD AVENUE STATION			
	RESIDENTIAL	RETAIL AND RESTAURANTS	OFFICE
Development Potential and Type	» No sites exist	» Although not analyzed by SB Friedman, the potential for hotel development was also mentioned during the interview process on sites adjacent to Highway 610	» Northeast side of intersection likely has an opportunity for additional office/warehouse development. This development will likely be similar to current pattern and possibly more job-intensive office uses as proximity to transit increases the appeal of the sites
Constraints	» Existing office and residential neighborhoods are stable and unlikely to change in the near- or long-term. Few development sites are available other than vacant sites within the business park around the station		

TABLE 8 93rd Avenue Station Near-term Development Potential

NEAR-TERM DEVELOPMENT POTENTIAL OAK GROVE STATION			
	RESIDENTIAL	RETAIL AND RESTAURANTS	OFFICE
Development Potential and Type	» Market-rate: The Oak Grove area will see 480 apartment units delivered in 2016-2017. This station has the greatest market potential and available land for larger (150-200 unit) developments  » Affordable and Senior: a few buildings if locally desired, 40 to 80 units each, but could be larger if desired	» Potential for an entertainment district with multiple restaurants and neighborhood retail — drug store/grocery store/services (nail and hair salons, similar tenants)  » Although not analyzed by SB Friedman, the potential for hotel development was also mentioned during the interview process	» Potentially 1 million + square feet of corporate/spec office, depending on Target’s plans and continued tightening of north suburban vacancies  » Substantial available vacant land offers potential for one or more additional major corporate campuses
Constraints	» Target’s land ownership means development is heavily dependent on Target’s decision making  » An interchange at Highway 169 and Oak Grove would likely increase accessibility to the site, increasing demand for and absorption of all product types		

TABLE 9 Oak Grove Station Near-term Development Potential



# Urban Design Analysis

Looking closely at all the pieces of a place — its “genetic code” — is a key part of understanding that place and unlocking well-reasoned recommendations. In this planning process, this task is accomplished through a series of drawings called UDA X-Rays®. Each x-ray diagram illustrates an individual land use or specific element of the city. Using this technique, patterns become visible that allow designers to better understand the existing circumstances. Over sixty x-rays were prepared for Brooklyn Park at both the city-wide and station area scales. Representative examples are highlighted on the following page.

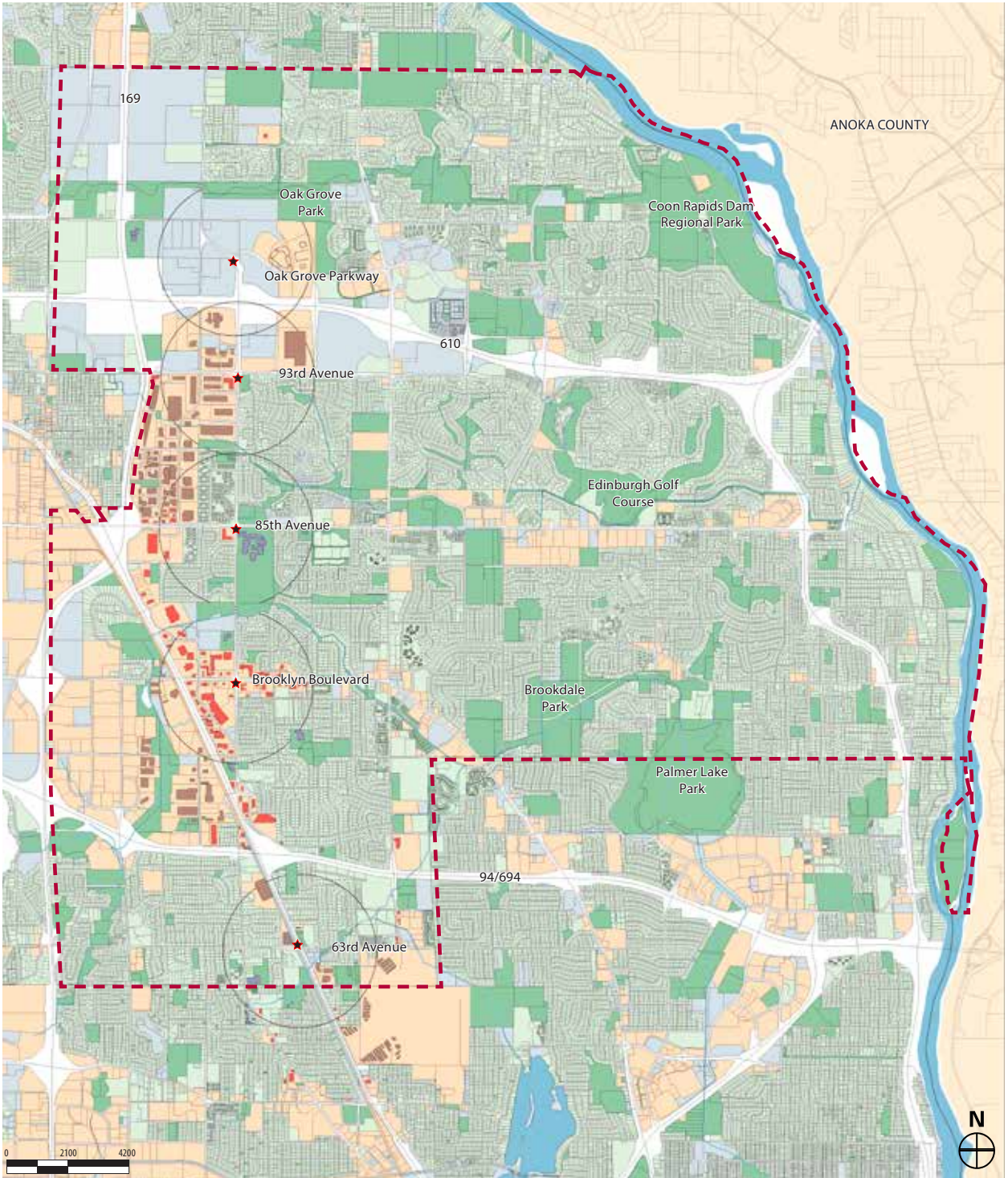
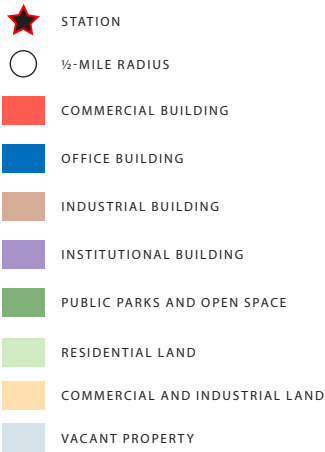


Fig. 7 PORTRAIT OF EXISTING CONDITIONS An illustrative drawing showing the existing conditions of the site and the surrounding area



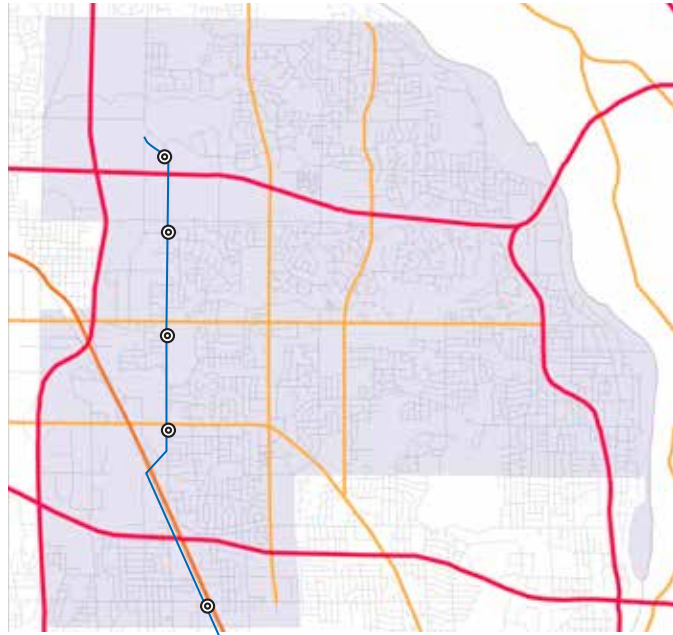


Fig. 8 **LOCAL STREET PATTERNS** Minnesota Department of Transportation (MnDOT) facilities, including I-94 and Highways 169, 610, and 252, frame the city. A loose grid of County Roads connect to the MnDot network, and local traffic is funneled onto these roads by a suburban pattern of local streets.

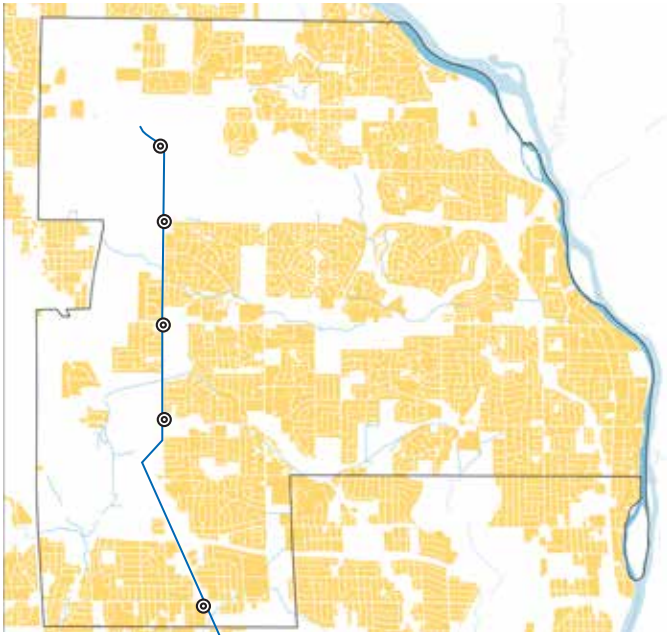


Fig. 9 **RESIDENTIAL PATTERNS** Residential is the predominant land use in Brooklyn Park, filling most areas to the east of West Broadway Avenue. Highways, commercial/industrial land uses, undeveloped land, and natural features create voids in the pattern.

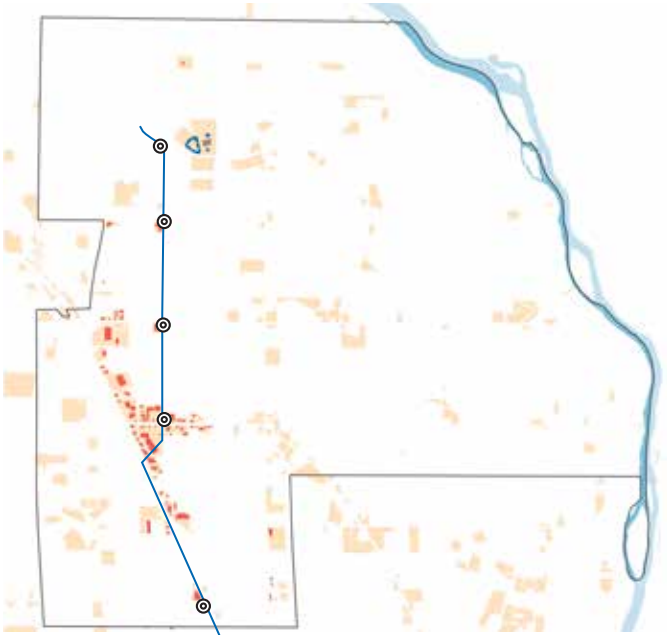


Fig. 10 **COMMERCIAL USES** Commercial uses are primarily concentrated along West Broadway Avenue and County Road 81. Shopping centers can be identified by their large footprints. The highest current concentration of commercial uses is located at the intersection of West Broadway Avenue and Brooklyn Boulevard.

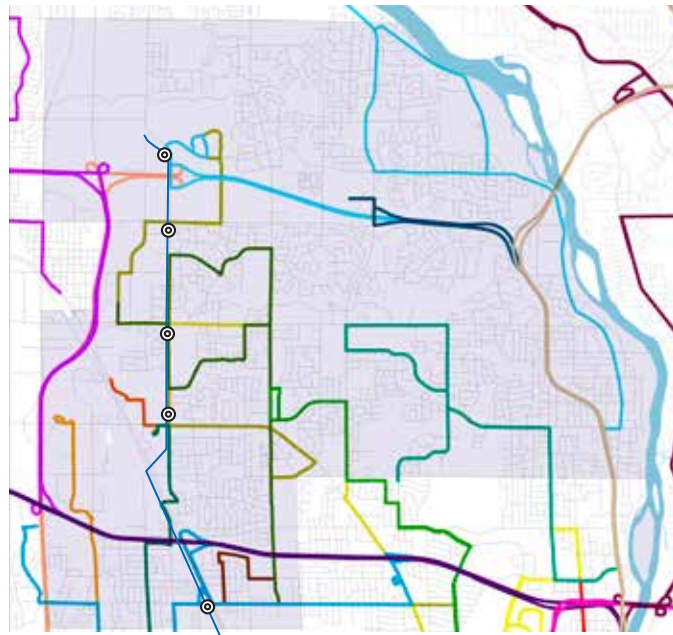


Fig. 11 **TRANSIT** Existing bus routes crisscross city neighborhoods, many radiating out from the Starlite Transit Center. Metro Transit is studying how this system should be enhanced to best leverage the proposed light rail stop.

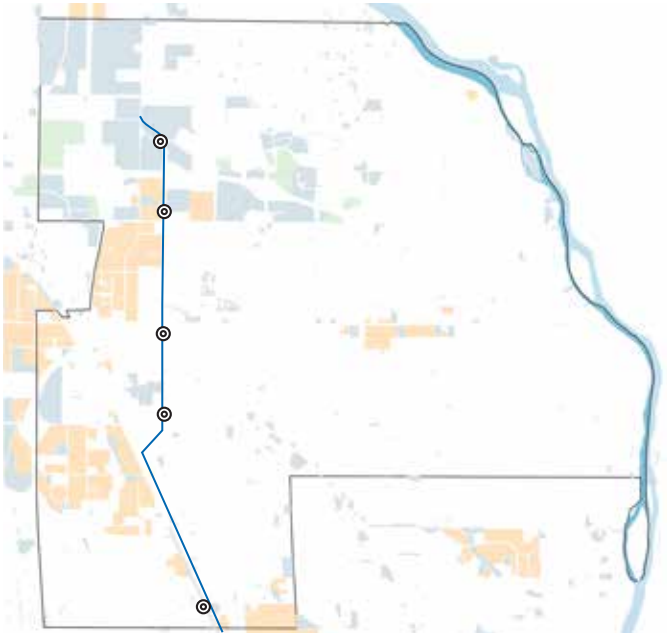


Fig. 12 **INDUSTRIAL USES** The diagram shows the existing industrial uses. Various light industrial uses are located along the LRT corridor, with the highest concentration at the 93rd Avenue Station. Most of these uses are office/warehouse facilities, making 93rd Avenue a primary employment hub.

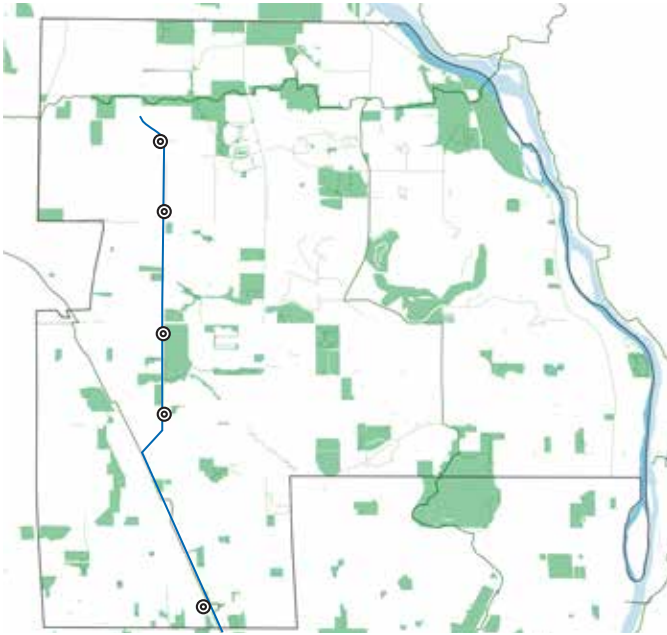


Fig. 13 **PARKS AND INSTITUTIONS** Civic uses are peppered throughout the city, including parks, lakes, natural features, and public buildings. The city is currently implementing the Recreation and Parks Master Plan to better connect these amenities. North Hennepin Community College is the largest institution along the corridor.



# Land Use

Brooklyn Park has a full array of land uses from residential and parks to commercial, office, industrial, and institutional. Commercial and employment uses occupy much of the land running between County Road 81 and West Broadway Avenue until 85th Avenue North. The area between the West Broadway Avenue and the Mississippi River is characterized by a wide array of residential neighborhoods and an abundance of green space.

Each station within the city is characterized by a different dominant land use. 63rd Avenue is surrounded by residential, Brooklyn Boulevard is characterized by commercial, 85th Avenue is home to North Hennepin Community College (institutional), 93rd Avenue is encompassed by office/warehouse and light manufacturing, and Oak Grove is to become a mixed-use center. This pattern allows for broad differentiation between each station location.

- RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- OFFICE
- INSTITUTIONAL
- MIXED-USE

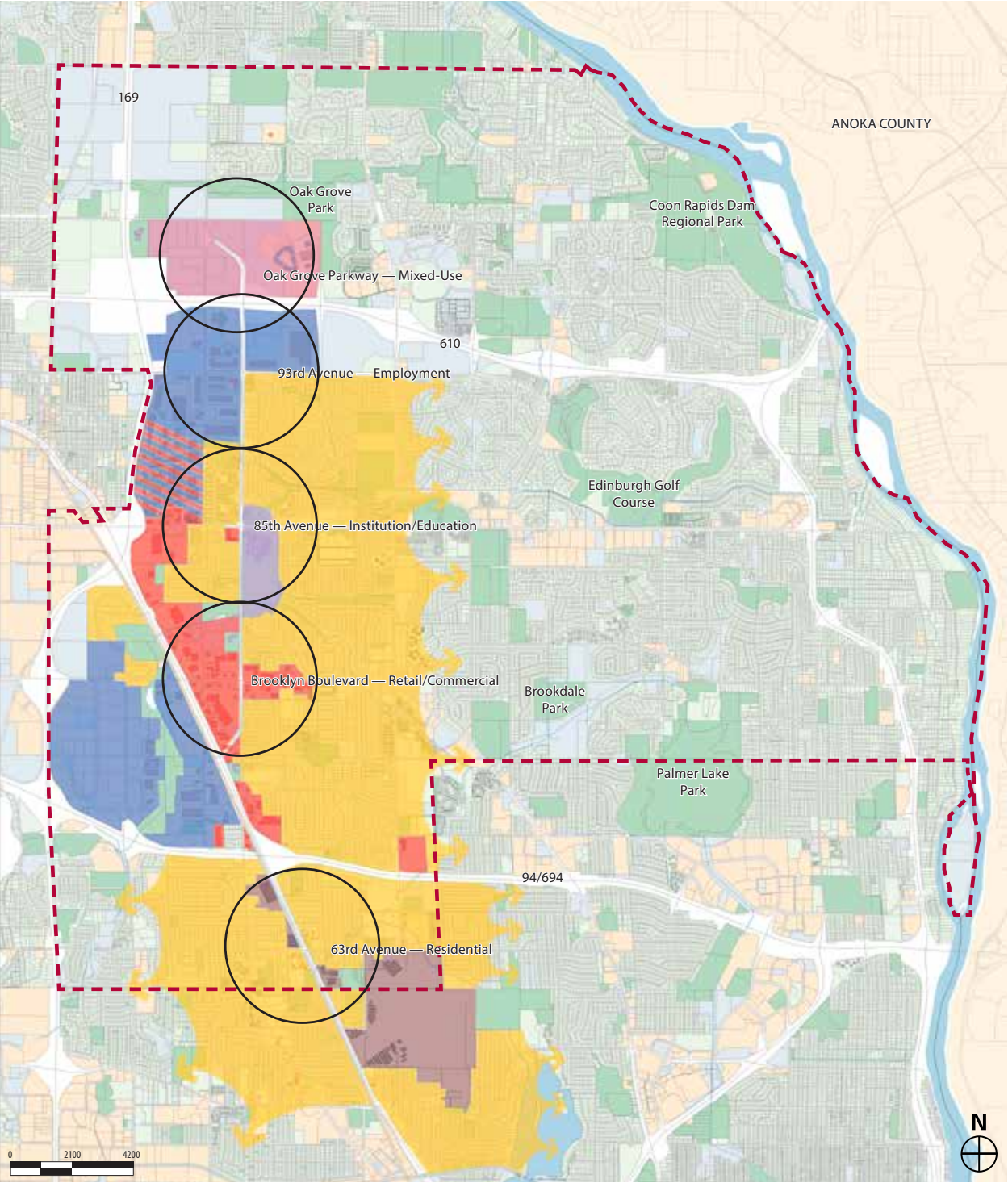


Fig. 14 PORTRAIT OF EXISTING CONDITIONS An illustrative drawing showing the existing conditions of the site and the surrounding area



# Transportation Networks

American cities are currently experiencing a fundamental shift in the ways residents and visitors choose to get around. An influx of new and improved transportation options, changes in travel behavior (especially among young people), and advances in mobile technology have altered the transportation landscape. We have more options than ever and this trend is likely to accelerate.

With the five new LRT stations proposed in Brooklyn Park, it is important to look closely at all the supporting transportation networks. Access to the new station for all transit riders, whether by foot, bike, vehicle, bus, or some combination, is an important consideration in the station area plan to help transit riders. These “last mile” connections help people get from their home to the transit stations, or from the station to work, school, shops, or other destinations that lie outside the 10-minute walk area.

The street network is relatively complete and supports good accessibility for vehicles. However, the pedestrian and bike networks have gaps and many roads are wide with high traffic volumes which make it uncomfortable for people to walk and bike. Bus routes will also require tweaking to facilitate a seamless interface with the LRT.

The goal in all cities along the Bottineau LRT is to have layers of complete transportation networks that are seamlessly linked together, making it easy for people to access destinations throughout the region. Built-out systems for pedestrians, bikes, vehicles, and shared-use modes will provide transportation choices that may not be available today. Done with care, these transportation webs can increase ridership, improve quality of life, and become a new driver for economic development.



**BIKE SHARE SYSTEM** A service in which bicycles are made available for shared use to individuals on a very short-term basis.



**TRANSIT/BUS** Buses on Nicollet Mall in downtown Minneapolis



**CAR SHARE** A model of car rental where people rent cars for short periods of time, often by the hour.



**LIGHT RAIL TRANSIT** Blue Line Extension will add to the existing LRT system in the Twin Cities area.



## Pedestrian Network

Providing safe, comfortable access to transit for foot traffic is a critical part of making the Bottineau LRT successful. A complete pedestrian network supports increased access to transit, expanded ridership, and public health through physical activity.

The Station Area Plan recommendations build on the City of Brooklyn Park's Recreation and Parks Master Plan, which creates a citywide trail framework, and the Brooklyn Park Pedestrian and Bike Plan. Priority projects have been identified based on community input, station access needs, and known gaps in the network.

The rule of thumb is that people are willing to walk approximately 10 minutes, or roughly a ½-mile, on a regular basis to access light rail transit. In Brooklyn Park, the 10-minute walksheds end less than a ½-mile from the five station platforms due to the suburban street pattern (see 10-Minute Walksheds on the following page, Figures 30–38). The main challenge for walkers is that high traffic volumes and speeds make some County roads stressful to cross. Intersections identified by the community as difficult or stressful to cross are primarily concentrated along County Road 81 and West Broadway Avenue. Some retail destinations are also hard to access from public sidewalks due to surface parking lots that are intimidating for pedestrians to cross.

Each crossing point is unique, requiring a contextual response. Much can be done to improve the walking experience both at streets and within shopping centers without compromising the movement of vehicles. General recommendations for pedestrian improvements, as well as specific recommendations for these main points of concern, are outlined on the following page.

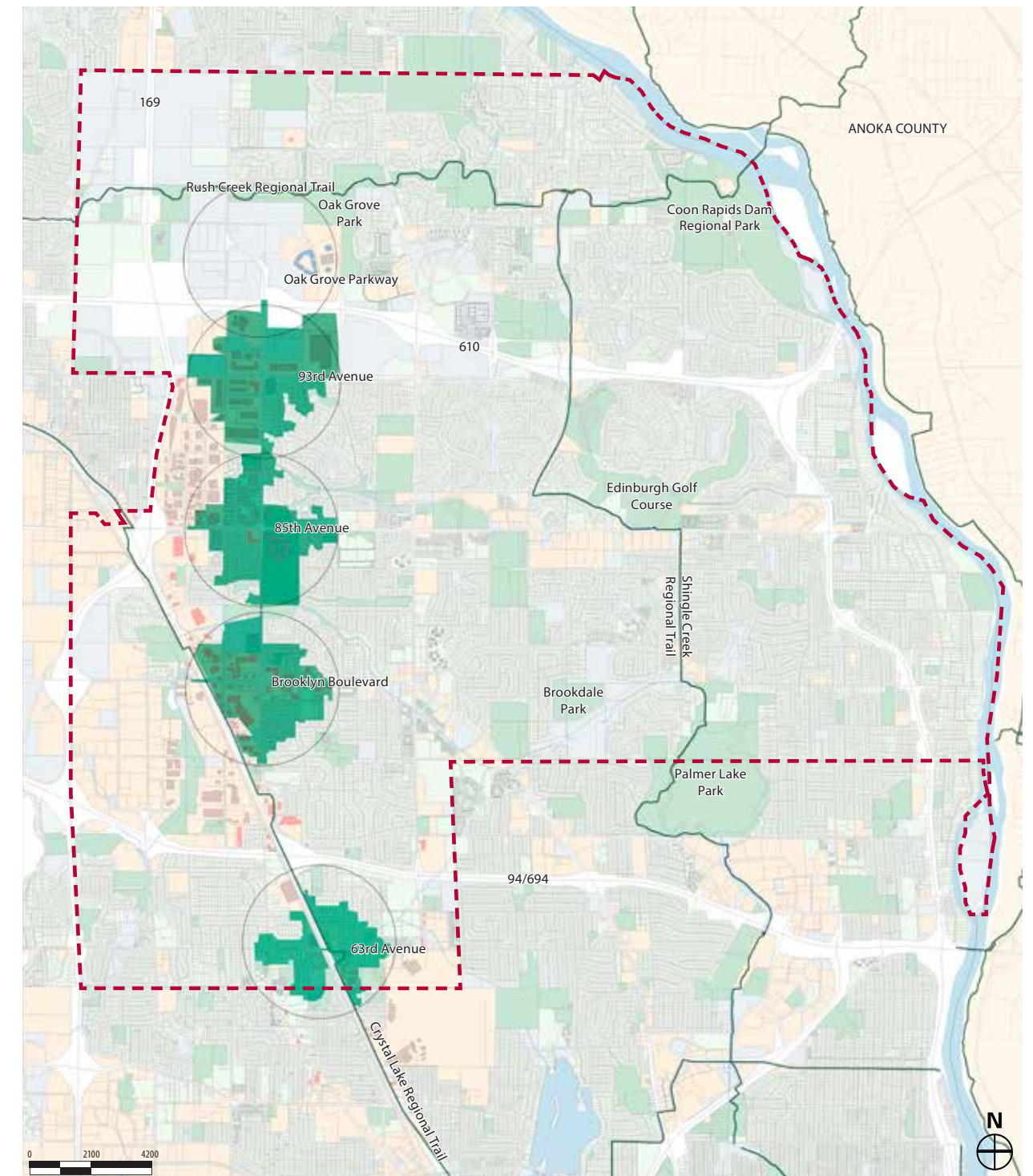
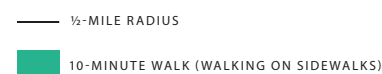


Fig. 15 10-MINUTE WALKSHED



63rd Avenue Station

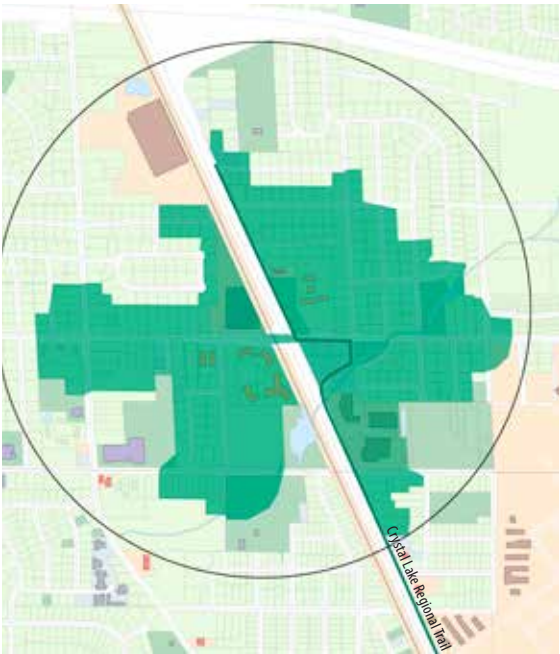


Fig. 16 10-MINUTE WALKSHED

— 1/2-MILE RADIUS    ■ 10-MINUTE WALK (WALKING ON SIDEWALKS)    — REGIONAL TRAILS

Brooklyn Boulevard Station

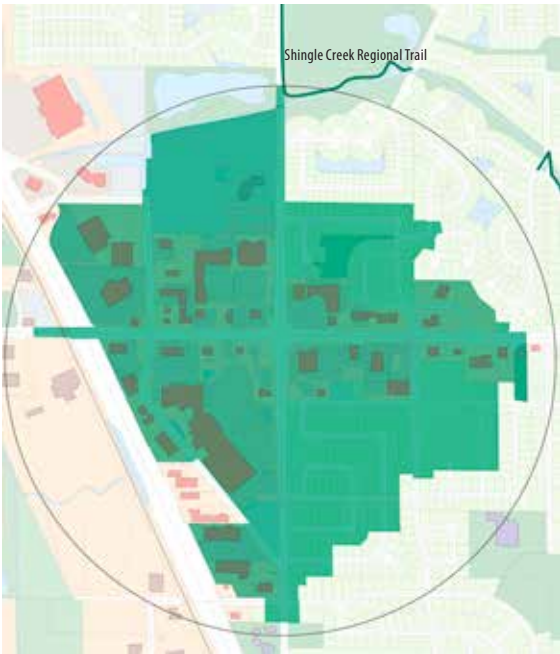


Fig. 18 10-MINUTE WALKSHED

85th Avenue Station

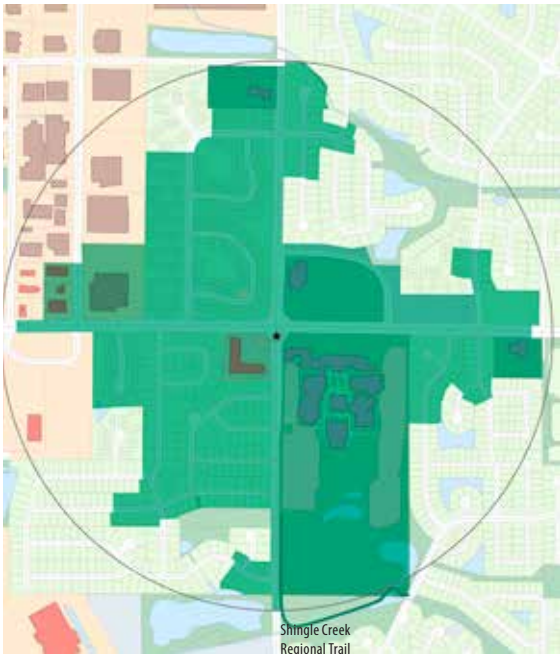


Fig. 20 10-MINUTE WALKSHED

93rd Avenue Station

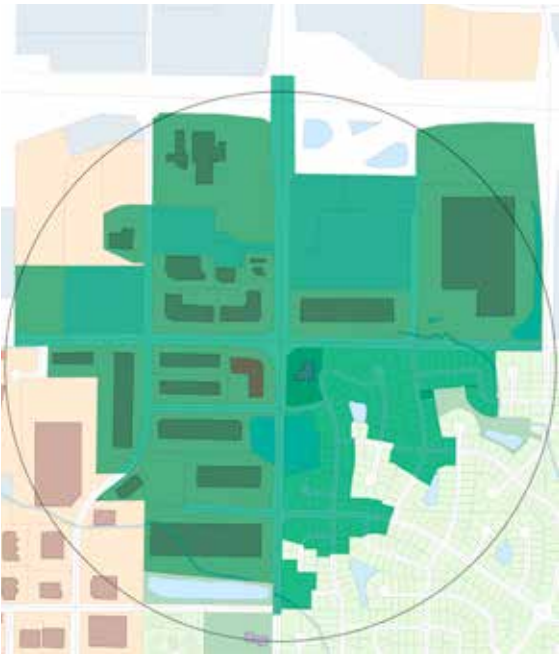


Fig. 22 10-MINUTE WALKSHED

Oak Grove Station



Fig. 24 10-MINUTE WALKSHED

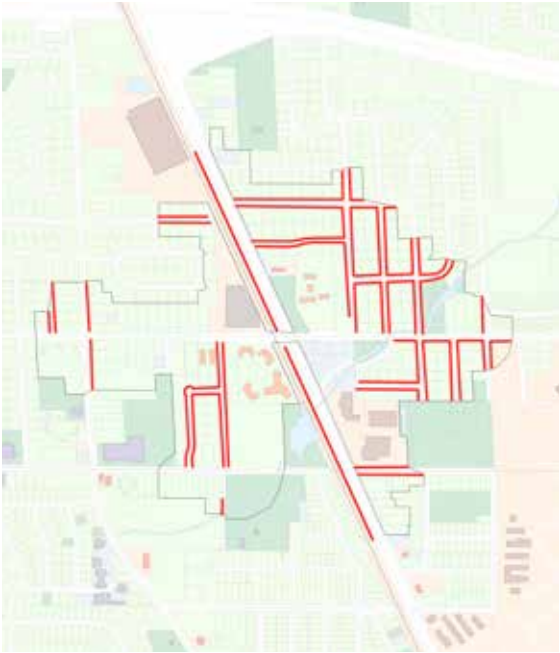


Fig. 17 GAP ANALYSIS Secondary residential streets lack sidewalks.

■ MISSING SIDEWALKS

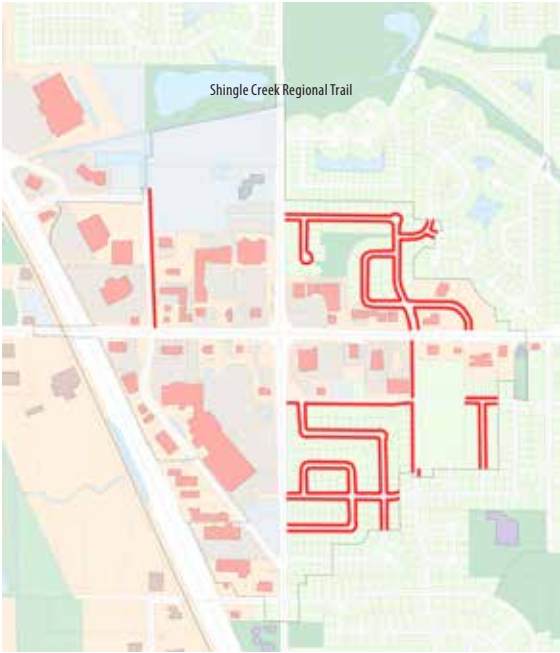


Fig. 19 GAP ANALYSIS Strip centers have sidewalks at buildings but not through parking lots.

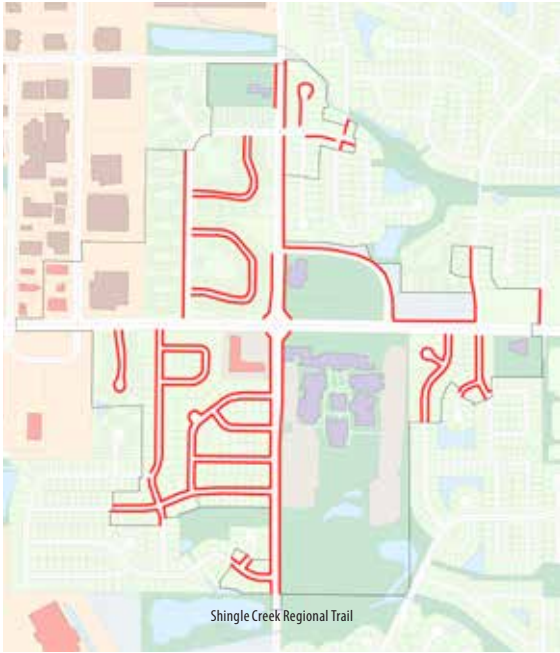


Fig. 21 GAP ANALYSIS West Broadway Avenue is missing sidewalks at North Hennepin Community College.

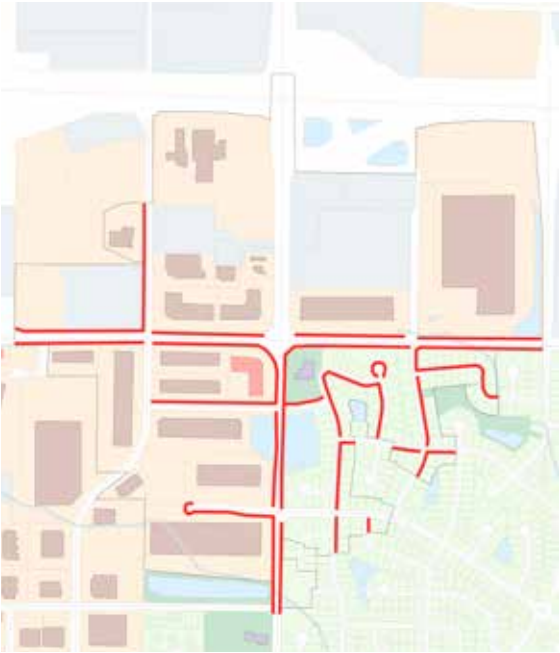


Fig. 23 GAP ANALYSIS 93rd and West Broadway Avenues are missing sidewalks and require pedestrian improvements.



Fig. 25 GAP ANALYSIS Existing streets lack sidewalks. All new streets should have sidewalks on both sides.



Recommendations for Pedestrian Improvements

Much can be done to improve the walking experience without compromising the movement of vehicles. The Station Area Plan recommendations outlined here build on the approved City of Brooklyn Park Pedestrian and Bicycle Plan and are consistent with the Bottineau Bike Study recommendations. Priority areas were pinpointed based on resident input, station access needs, and known gaps in the network.

A critical pedestrian connection identified by stakeholders during the station area planning process was North 63rd Avenue and County Road 81. Further analysis is being done at this intersection and others to look at:

- » More significant at-grade changes that could result in a narrower roadway with additional design features, as well as the potential of reducing speeds in this section of County Road 81
- » Feasibility of a grade-separated pedestrian and bike bridge

For streets within the station area that currently do not have sidewalks, the recommendation is to add sidewalks per the City of Brooklyn Park’s policy:

- » Priority is given to main pedestrian routes, such as routes to schools and transit stops.
- » The city looks at missing sidewalk locations on a case-by-case basis.
- » A public input process is required.

Note: Hennepin County will work with the City of Brooklyn Park regarding all proposed changes to county roadways.



Example of landscaping, and pedestrian walkways in retail parking lots



Example of an access drive in front of retail stores with parallel parking that is treated like a street

Pedestrian Improvements on Private Property

- » Sidewalk connections from intersection to commercial businesses, specifically on southwest, northwest, and northeast corners of the intersection of West Broadway Avenue and Brooklyn Boulevard.



Rectangular Rapid Flashing Beacons (RRFB) and Pedestrian Crossing Signage



Raised crosswalk

Pedestrian Improvements on City and Local Streets

- » Widen crosswalk markings (minimum 10 feet)
- » Add stop bars (for visibility)
- » Pedestrian/bike crossing signage
- » Rapid flashing beacons at secondary station access locations at 92nd Avenue and south of 85th Avenue
- » Widen east/west sidewalks along Brooklyn Boulevard, 85th Avenue, and 93rd Avenue to a new width of 8 to 10 feet (space permitting)



Wide crosswalk with pedestrian refuge



Stop bars

Intersection Improvements along County Roads

- » Widen pavement markings (minimum 10 feet)
- » Add stop bars (for visibility) and car-pedestrian separation
- » Widen median refuges (minimum of 10 feet)
- » Addition of walk signal push buttons and breakaway bollards in median refuges
- » Pedestrian/bike crossing signage



## Bicycle Network

Providing safe and comfortable bike access to the LRT is important because it can improve the overall quality of the transit experience, extend the reach of the transit network, increase ridership, and provide opportunities for daily physical activity. The Bottineau Bike Study was conducted in parallel with this Station Area Plan and looked at bicycle access and circulation in and around station areas, as well as bike parking and corridor long bicycle travel. A summary of those results are presented below. A summary of the Bottineau Bike Study with a focus on Brooklyn Park is attached as an Appendix. The full report is available at [www.hennepin.us/bottineau](http://www.hennepin.us/bottineau).

An average person biking is willing to ride 20 minutes, or approximately three miles on flat ground, to access an LRT station. Brooklyn Park features a widely-spaced grid of arterial streets which provide direct connections for vehicles from one destination to another within the city and beyond. Regional bicycling connections are provided by shared-use trails, including the Shingle Creek Regional Trail and Rush Creek Regional Trail. Local trails are more prevalent north of 85th Avenue, providing space for bicycling on one or both sides of north-south arterials. However, access to trails and bicycle connections is limited due to gaps in the trail network, including the absence of east-west bicycle network connections and disconnected curvilinear streets between the larger street grid. As a result of the disconnected local street network, bicycle users have limited options for reaching their destinations without crossing or traveling along large arterial streets which lack accommodations for safe and comfortable bicycling.



Brooklyn Park is home to the Rush Creek Regional Trail, a regional trail used by people biking for transportation, recreation, and exercise. The Rush Creek Regional Trail will be accessible from the Oak Grove Parkway station.



Brooklyn Park's young residents bike on the sidewalk in their neighborhood.



Many adults are not comfortable riding on the road and choose to ride on the sidewalk.



The new trail on Zanewood Avenue N provides safe access for people biking and walking to the school and community center. More trails like this are recommended to connect Brooklyn Park residents to LRT stations.



Priority recommendations of the Bottineau Bike study include:

- » Multi-use trails on both sides of West Broadway, providing connections from local streets to Brooklyn Park LRT stations at 93rd Avenue, 85th Avenue, and Brooklyn Boulevard.
- » Multi-use trails on 93rd Avenue, providing access to the 93rd Avenue LRT station, as well as closing the east-west gap between the Crystal Lake Regional Trail and the Shingle Creek Regional Trail.
- » Multi-use trails on 85th Avenue, providing access to the 85th Avenue LRT station and connecting the Crystal Lake Regional Trail to the Shingle Creek Regional Trail.
- » Multi-use trails on Brooklyn Boulevard, providing access to the Brooklyn Boulevard LRT station from 77th Avenue to Osseo Road in Minneapolis.
- » Completion of the Crystal Lake Regional Trail traveling along County Road 81, connecting the 63rd Avenue LRT station with proposed trails on West Broadway and proposed east-west bicycle routes south of 89th Avenue. Multi-use trail facility on 63rd Avenue connecting the 63rd Avenue LRT station with local trails west of Minnesota State Highway 169, and proposed north-south trails on Boone Avenue, West Broadway, Zane Avenue, and Brooklyn Boulevard.
- » Bicycle lanes and a multi-use trail on the south side of 68th Avenue connecting West Broadway with Zane Avenue, Brooklyn Boulevard, and the Shingle Creek Regional Trail.



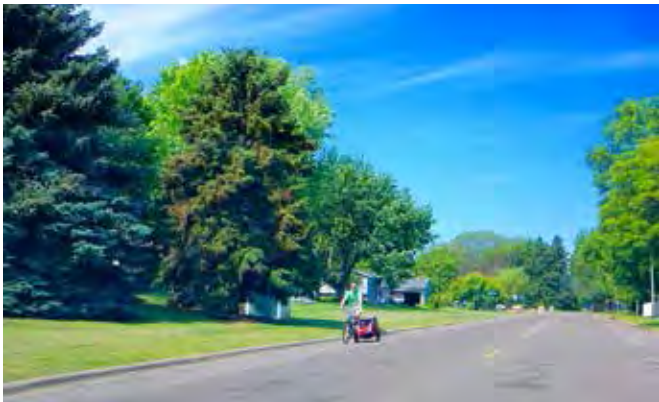
Bicycle boulevards are streets where paint, signage, and intersection improvements are used to make travel comfortable for people biking.



Bicycle boulevards are streets where paint, signage, and intersection improvements are used to make travel comfortable for people biking. Some cities use “neighborhood roundabouts” on bicycle boulevards to calm traffic at intersections.



The Rush Creek Regional Trail features grade-separated crossings, where the trail goes under or over the road. This can improve safety and comfort for people walking or biking.



Brooklyn Park residents of all ages ride bikes for transportation and recreation.



Multi-use trails are recommended along a number of arterials in Brooklyn Park to connect residents to LRT stations. Trails provide a comfortable environment for people to bike separate from motor vehicle traffic.



Bike lanes designate space on some roads in Brooklyn Park to help connect residents to trails and ultimately to LRT stations, shopping, schools, and jobs.



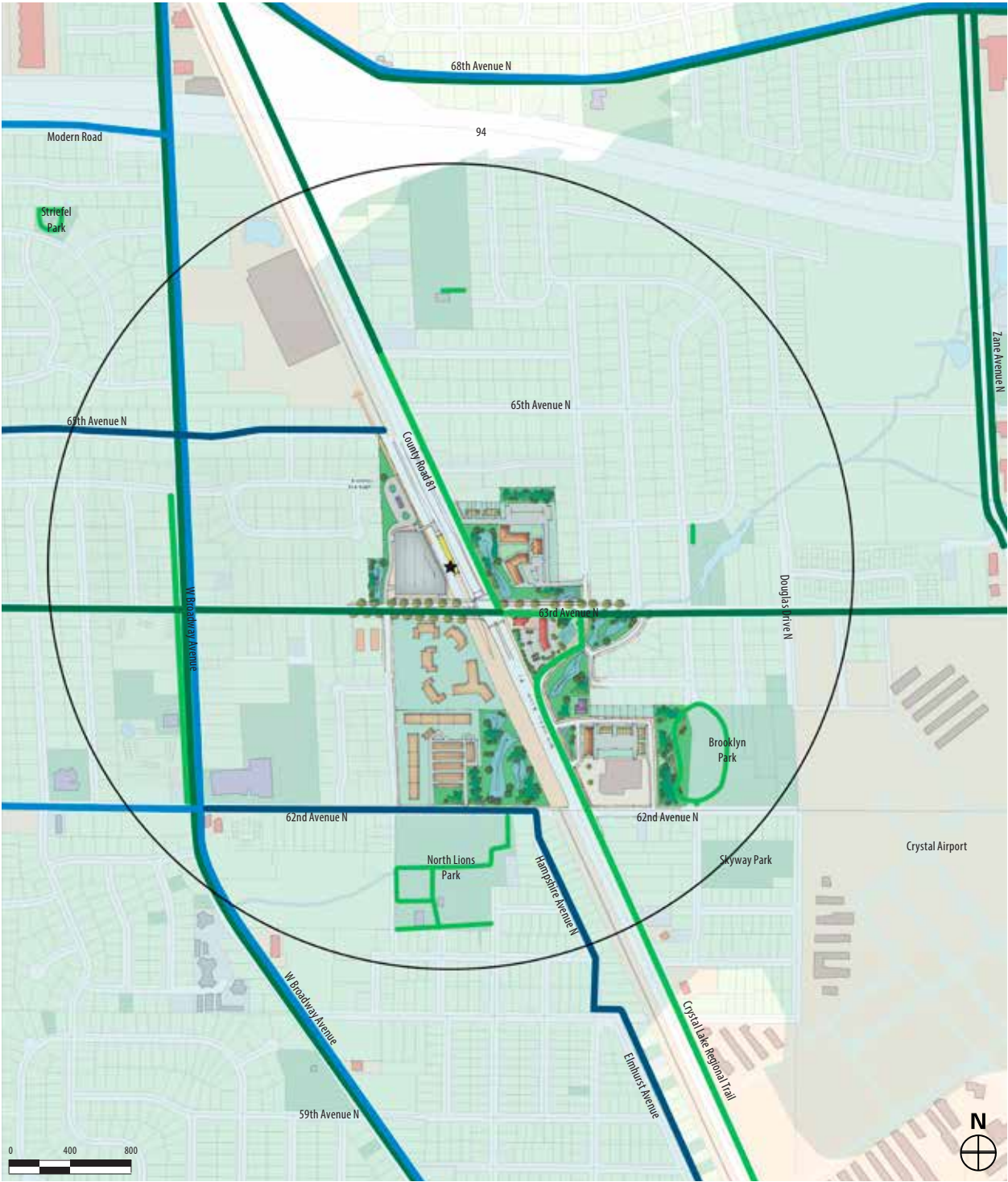


Fig. 26 63RD AVENUE PROPOSED BIKE ROUTES

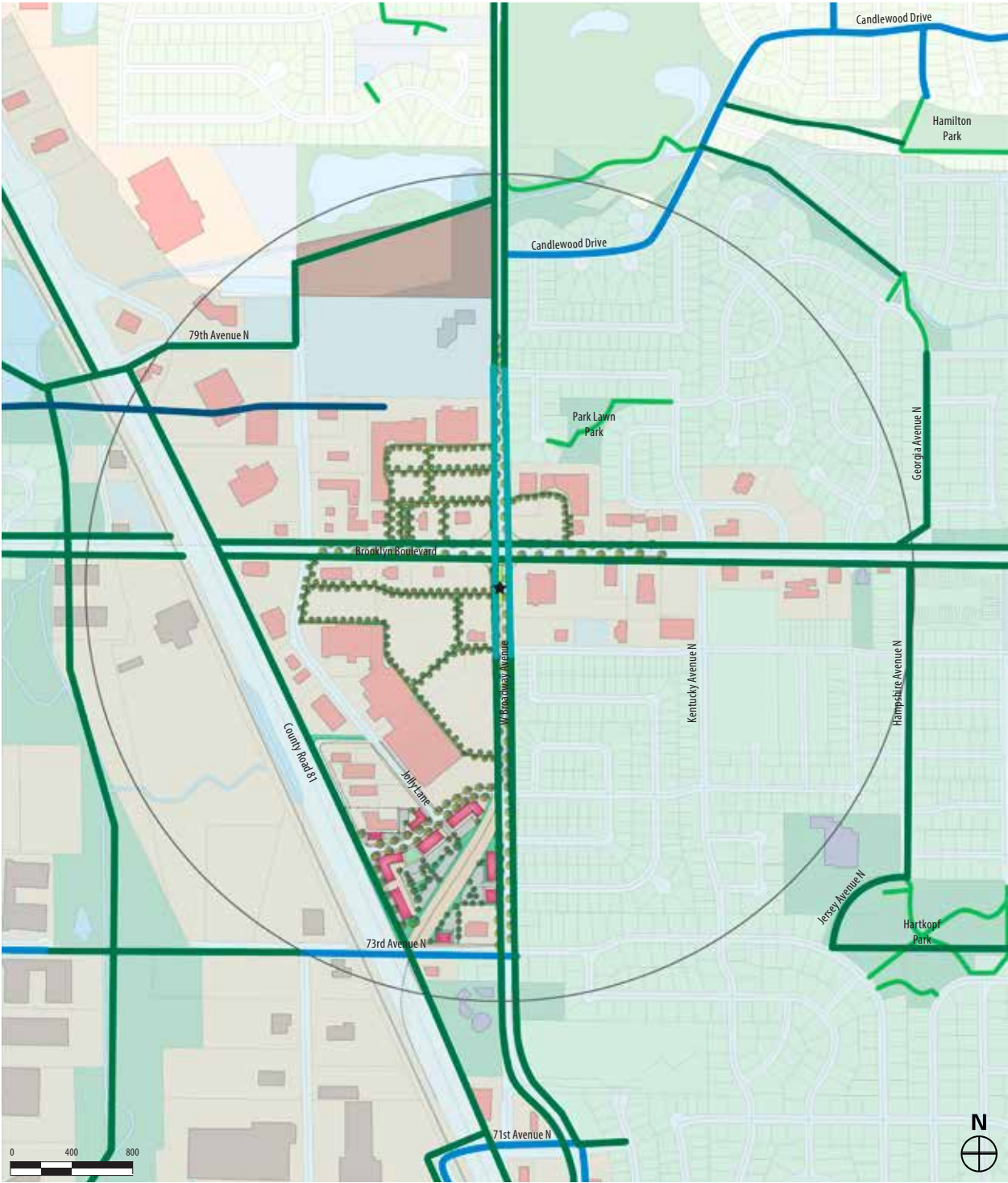


Fig. 27 BROOKLYN BOULEVARD PROPOSED BIKE ROUTES

- ★ APPROXIMATE STATION LOCATION
- EXISTING SHARED-USE TRAIL
- PROPOSED SHARED-USE TRAIL
- EXISTING ON-STREET BIKE LANE
- PROPOSED ON-STREET BIKE LANE
- PROPOSED BIKE BOULEVARD
- PROPOSED TRAIL AND SIDEWALK
- 20-MINUTE BIKESHED



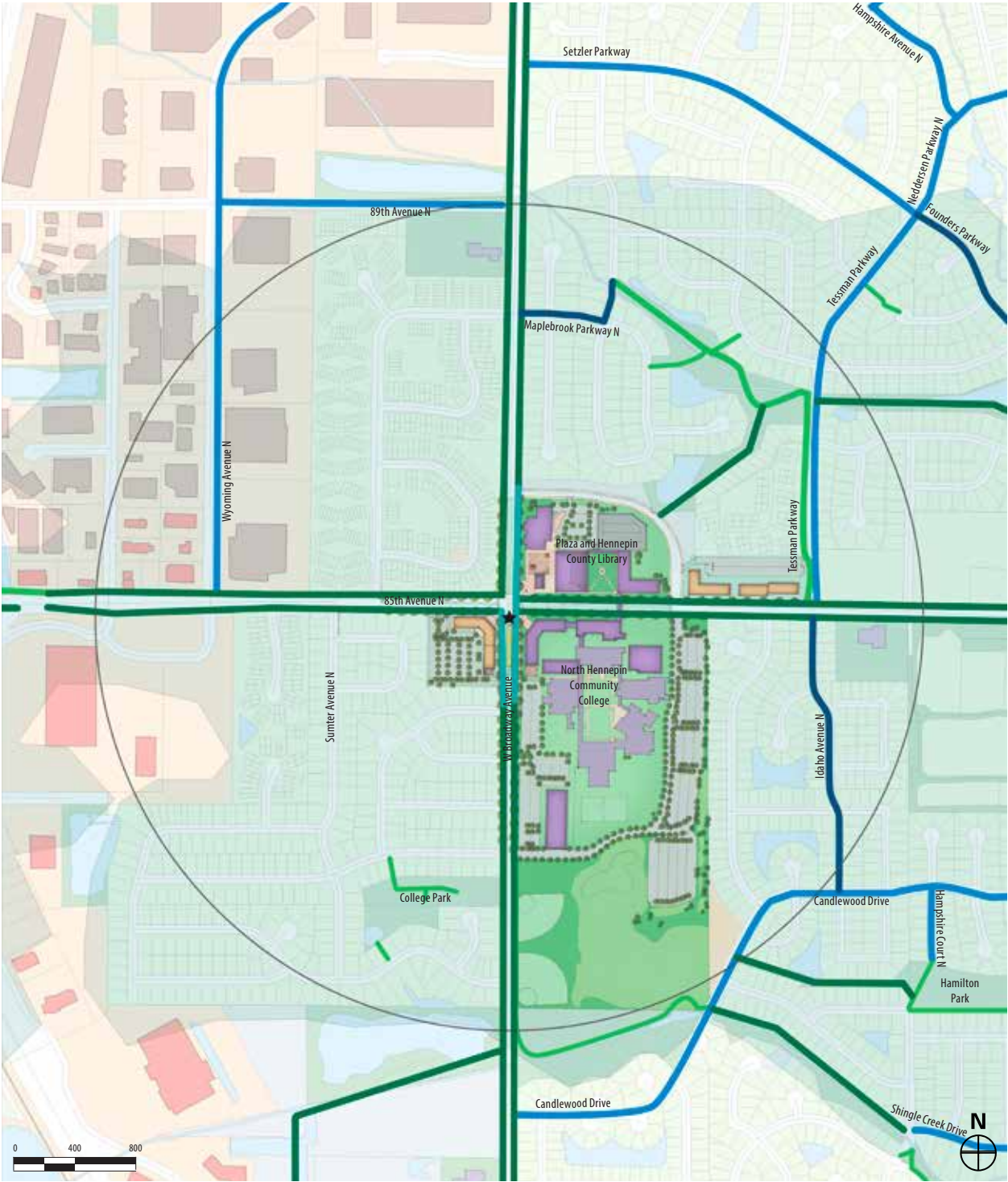


Fig. 28 85TH AVENUE PROPOSED BIKE ROUTES

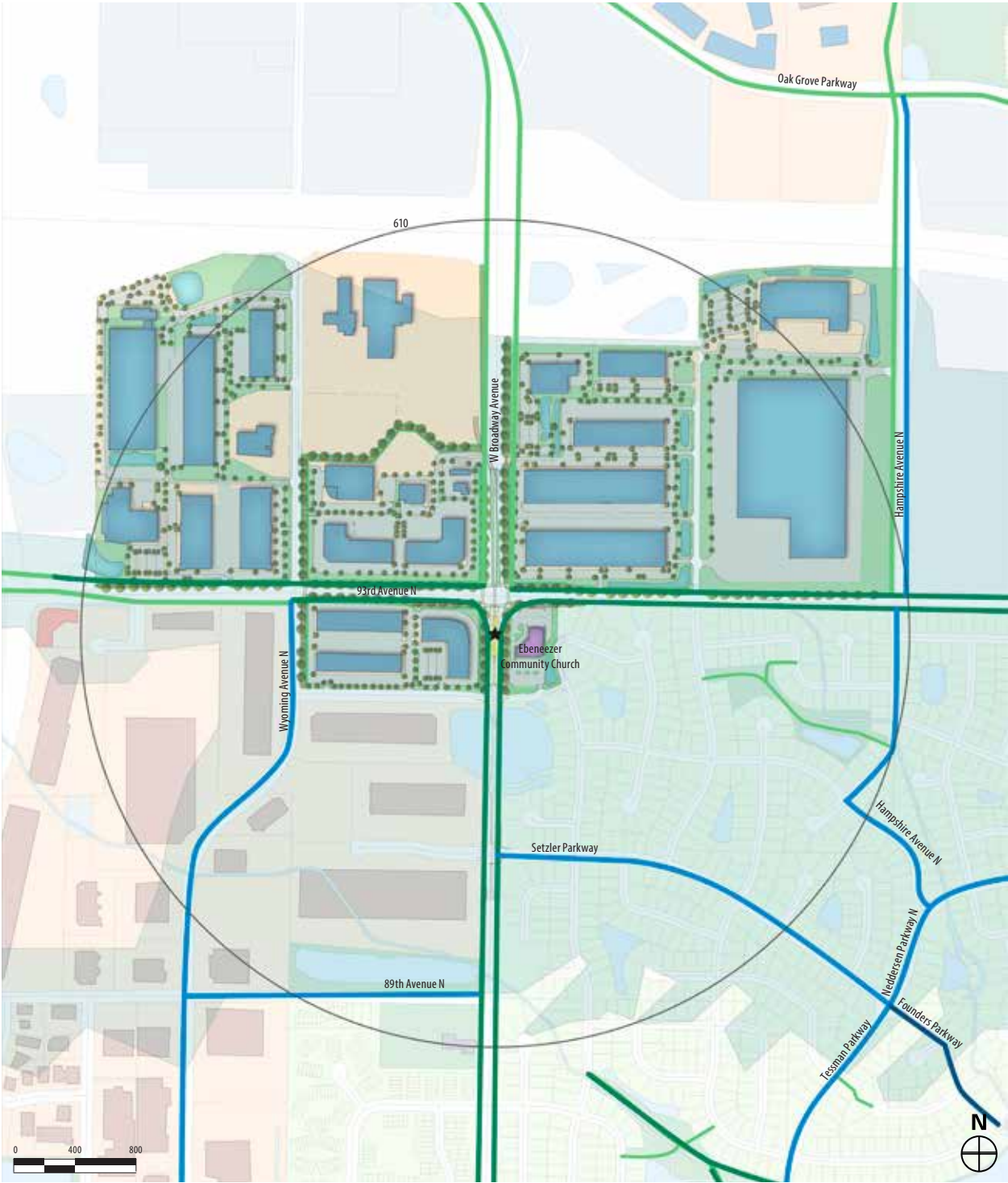


Fig. 29 93RD AVENUE PROPOSED BIKE ROUTES

- ★ APPROXIMATE STATION LOCATION
- EXISTING SHARED-USE TRAIL
- PROPOSED SHARED-USE TRAIL
- EXISTING ON-STREET BIKE LANE
- PROPOSED ON-STREET BIKE LANE
- PROPOSED BIKE BOULEVARD
- PROPOSED TRAIL AND SIDEWALK
- 20-MINUTE BIKESHED



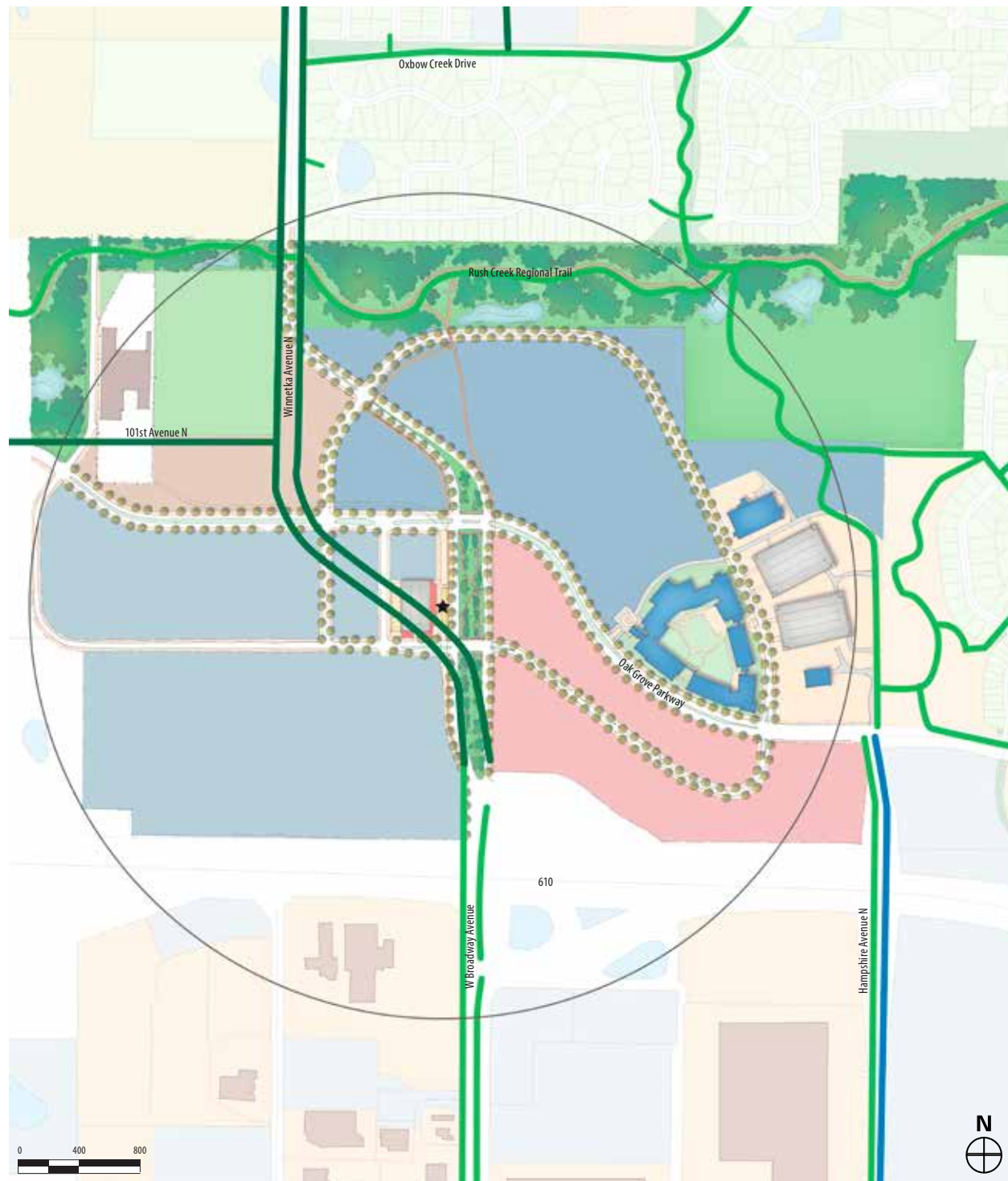


Fig. 30 OAK GROVE PROPOSED BIKE ROUTES

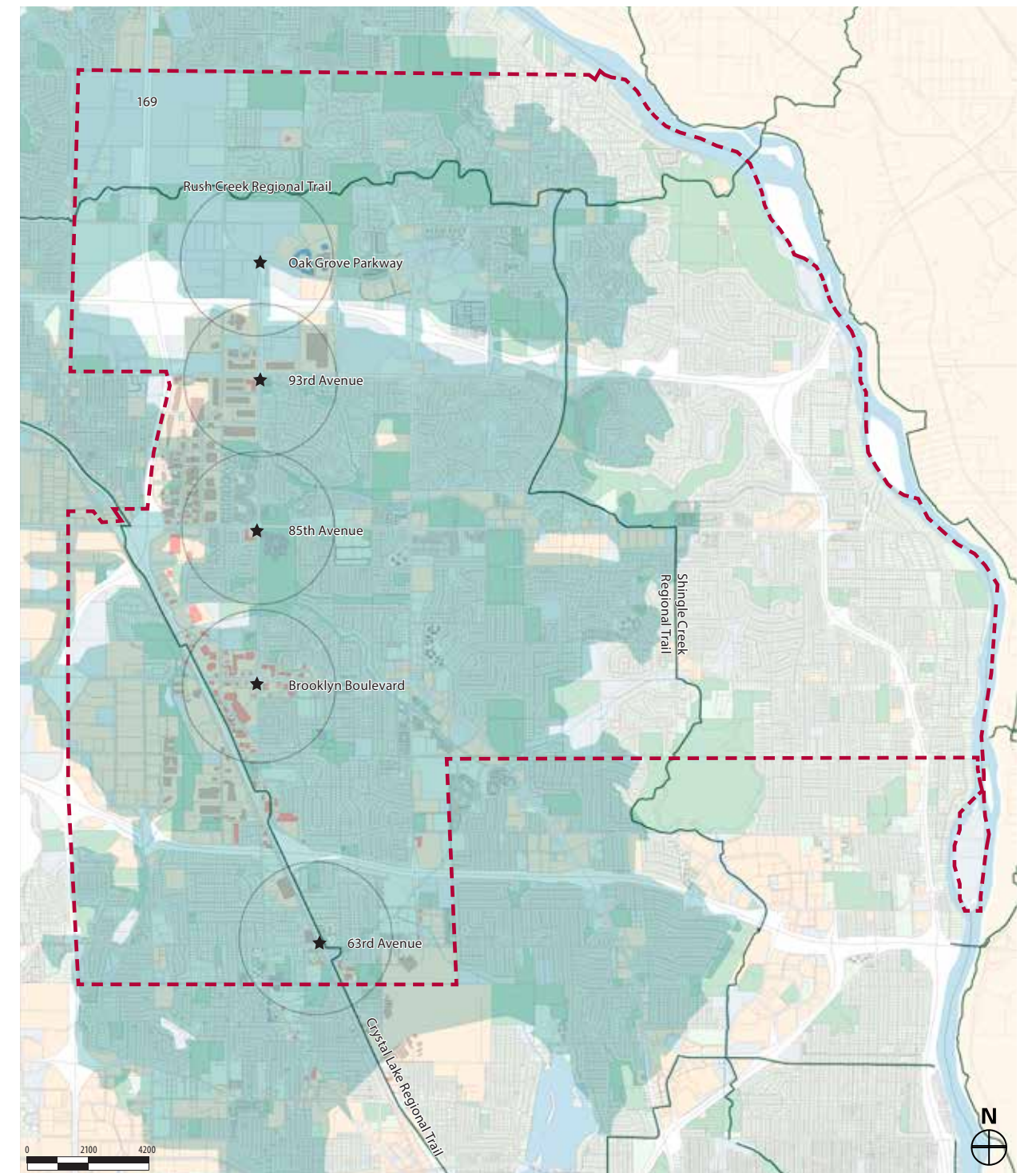


Fig. 31 20-MINUTE BIKESHED MAP



# Shared-Use Network

Shared-use mobility refers to the wide range of transportation systems that are shared by many users, rather than owned by an individual, and include traditional public transportation, like buses and LRT, as well as taxis, shuttles, bikesharing, carsharing, and other options. Metro Transit’s regional bus and light rail transit system is the foundation, and backbone, of our region’s shared-use mobility network. As a system available to the general public, it represents one of the original forms of shared-use mobility. Equally important are the wide range of existing and newer shared-use transportation options that have the ability to extend the reach of transit to make the “last mile” connections.

The Bottineau LRT will be a new transit highway within the regional transit system. The design features of this world-class asset have been well-documented. Metro Transit’s bus service is already prevalent throughout Brooklyn Park (see existing route map). However, the public commented that headways are long, connection options are poor, and stops are far from some homes. At the present time the agency is studying route modifications that will best leverage the light rail extension and improve service within Brooklyn Park. The Starlite Transit Center at 7601 West Broadway Avenue is an important bus transfer point that will continue to operate in the future.

Beyond public transit and the pedestrian and bike network, a variety of other options are likely to be used by consumers to get between the station and their final destinations.

Small-scale, shared-use options include:

- » Taxis and limos
- » Shuttles, including employer-sponsored shuttles
- » Bikesharing (provides members access to bikes)
- » Carsharing (provides members with access to vehicles)
- » Ridesourcing (online platforms connect passengers with drivers)
- » Ridesharing (carpooling and vanpooling)



BIKESHARE



LIGHT RAIL TRANSIT



METRO TRANSIT

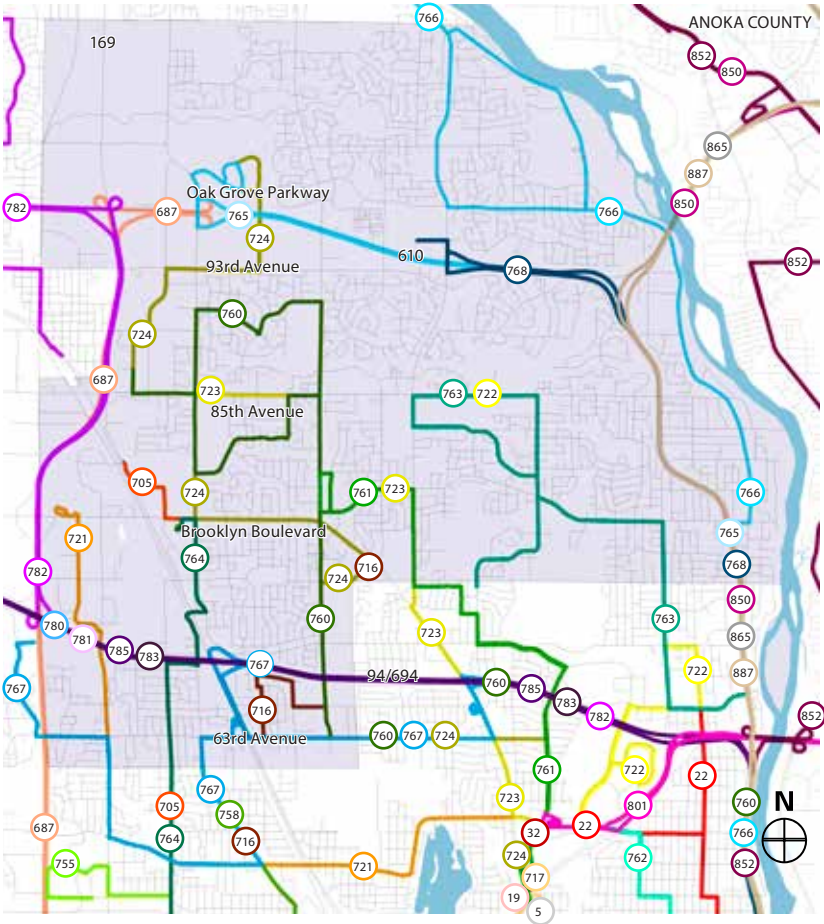


Fig. 32 EXISTING BUS ROUTES

# Brooklyn Park Station Area Plans

## BROOKLYN PARK STATION AREA PLAN GUIDING PRINCIPLES

- » Placemaking
  - › Transform West Broadway into a beautiful multi-modal main street
  - › Reinforce Brooklyn Park’s “Hometown Feel”
  - › Create a unique sense of place at each station in terms of character and predominant land use
  - › Implement consistent fencing, lighting, and landscape standards along West Broadway Avenue
- » Connectivity
  - › Connect all modes of transportation to light rail stations
  - › Encourage pedestrian- and bike-friendly crosswalks
  - › Create walkable and bikeable arterials
  - › Improve bus connections on major east/west roads
- » Land Use
  - › Consider Transit Oriented Overlays to encourage transit oriented development and higher density around stations
  - › Take advantage of compact building design and reduced parking requirements within a ½-mile radius of stations
  - › Allow for targeted mixing of land uses
  - › Preserve affordable housing
  - › Create a range of housing opportunities and choices including mixed-income, affordable, and market rate
  - › Remove hurdles to economic development

The planning areas in Brooklyn Park are defined as the areas within a ½-mile radius of the five proposed light rail platforms. The Station Area Plans address station access needs, future land use implications, and placemaking considerations. The principles of transit oriented development (TOD) underpin all station area planning. TOD areas have a mix of residential and commercial uses designed to maximize access to public transit and to encourage transit ridership. Specific recommendations are documented on the following pages.

The vision for the Station Areas is to reinforce and strengthen each neighborhood’s unique characteristics. The city, Hennepin County, and other area stakeholders look forward to seeing Brooklyn Park develop as an enhanced version of what it is today — a thriving community inspiring pride where opportunities exist for all. The Station Area Planning process yielded unique visions for each of the stations in Brooklyn Park, which will result in each node along the corridor having a slightly different character. The light rail station and associated infrastructure improvements will accelerate the market potential, especially around stations where there is land available for development. Public investment should spur private development, allowing strategic initiatives and the overall vision to be achieved more quickly.

Public improvements fall into several categories, each of which addresses fundamental needs. These requirements center on the need to provide for pedestrian/bike enhancements, redevelopment of the underutilized property, and the desire for attractive streetscapes.

The plan also includes specific recommendations for near- and long-term catalyst projects within the study areas. These projects should serve to create momentum for additional revitalization.

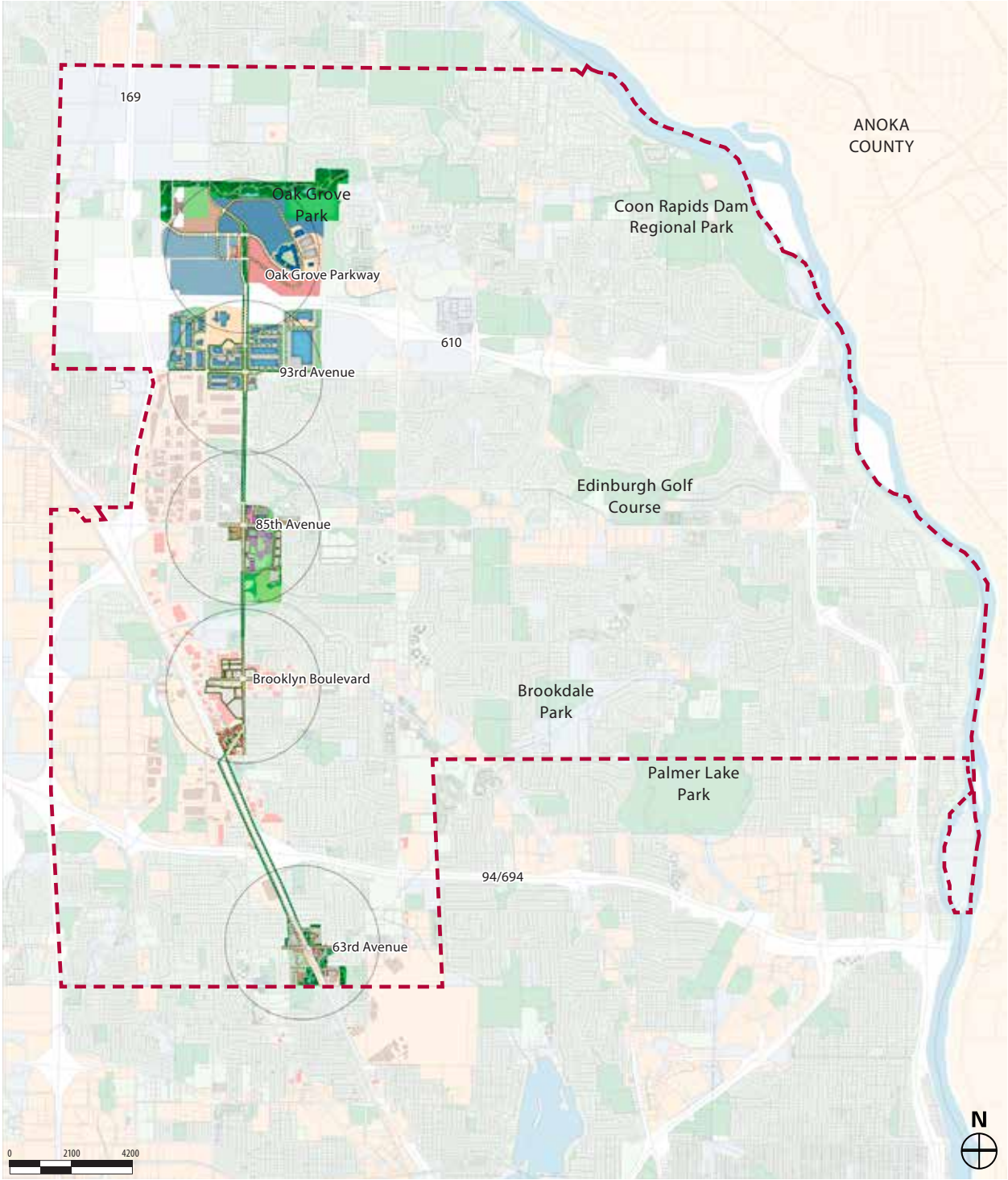


Fig. 33 PROPOSED ILLUSTRATIVE STATION AREA PLANS An illustrative drawing showing the proposal for the stations and the surrounding areas



## 63RD AVENUE STATION

### Station Area Plan

Within the 63rd Avenue Station Area Plan, the intersection of County Road 81 and 63rd Avenue will be the central focus. The station area is generally defined by low-density neighborhoods that encircle a node of higher intensity uses. It is characterized by modest single-family homes along a grid pattern of streets with apartments, commercial, industrial, and transit uses stitched in along the County Road 81 corridor. A high percentage of residents in this area do not own a car.

With the LRT stop comes the opportunity and need for enhanced pedestrian and bike connections and targeted development. The mixed-use core will grow to leverage the 63rd Avenue Station. Primary initiatives include:

- 1 Local Ethnic Marketplace or Pop-Up Market Space
- 2 Long-Term Redevelopment Sites
- 3 Transit Oriented Development Overlay
- 4 Pedestrian Enhancements at Intersection (being studied)

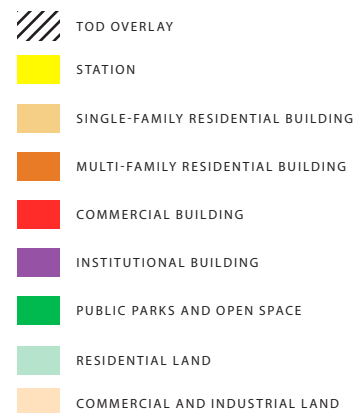


Fig. 34 ILLUSTRATIVE PLAN FOR 63RD AVENUE STATION AREA



Local Ethnic Market

The last retail building in the neighborhood was demolished as part of the recent County Road 81 widening. Residents expressed a strong desire for an Ethnic Marketplace to be developed that would bring healthy local food choices to the neighborhood and to be a place to allow small businesses to begin. The preferred site, owned by Hennepin County, is at the now-vacant southeast corner of County Road 81 and 63rd Avenue, adjacent to the Crystal Lake Regional Trail. The plan calls for a year-round building where vendors could back up their vehicles to a shared enclosed space. Areas for seasonal pop-up canopies and surface parking uses would occupy the balance of the site. Vehicle access will be from Lakeland Avenue. The existing stormwater facility can remain in place.

An alternate location for the Ethnic Marketplace was identified north of Metro Transit’s 63rd Avenue Park and Ride. The Bottineau LRT plan suggests moving the buses that currently stage in this area out to the street, potentially freeing up this oval for a pop-up only market. The only downside may be that room for a permanent building does not exist and Metro Transit buses will still need occasional access to this site. A pedestrian connection should be considered between the bus loop and industrial property to the north so workers can more easily access the LRT platform.



LOCAL ETHNIC MARKET



County Road 81 Pedestrian Crossing

The main challenge for walkers is that high traffic volumes and speeds make County Road 81 stressful to cross. This is especially true at 63rd Avenue where the posted speed limit is 55 miles per hour.

In some cases, a person could have to navigate as many as seventeen lanes to cross kitty-corner. Cars have been noted to stop in the crosswalks, impeding movement. Much can be done to improve the walking experience without compromising the movement of vehicles. A list of priority recommendations for County Road 81 can be found in the Transportation Networks section of this report.

Beyond improving crosswalks, a grade separated option was requested by many residents. A proposed pedestrian/bike bridge would complement the at grade crossing by potentially making it easier for senior citizens, children, and residents with mobility impairments to cross. As of the drafting of this report a feasibility study for the bridge was still being conducted, and more significant at grade changes at the intersection, including the potential of reduced speeds, lanes, or lane widths, was being studied to determine the best option.



63RD AVENUE PEDESTRIAN BRIDGE Artist's Concept



Fig. 35 63RD AVENUE AT GRADE CONCEPT



Long-Term Redevelopment Sites

A pair of long-term redevelopment sites were identified east of County Road 81. The first is an aging apartment complex north of 63rd Avenue and the second is a commercial/industrial site between Lakeland Avenue and Southbrook Park. Although viable today, these sites present an opportunity for high-density residential redevelopment over time given their proximity to the 63rd Avenue Station. The community expressed support for mixed-income housing that includes affordable units and is attractive to both young and older people. The market study supports market-rate apartments with surface parking in this general location. Structured parking would be preferable, but would likely require assistance.

Transit Oriented Development Overlay

A Transit Oriented Development Overlay (TOD Overlay) is a regulatory tool that creates a special zoning district for the furtherance of transit oriented development. This approach is recommended for the property west of the LRT stop along both sides of 63rd Avenue and the east side of West Broadway. Small one-story houses on very large lots (approximately a half-acre) line the streets today. A TOD Overlay will allow/incentivize homeowners to make improvements or additions to their property, and will encourage assembly of parcels to create a more viable redevelopment project, given the proximity to transit. Additional information on this recommendation can be found in the Implementation section of this report.

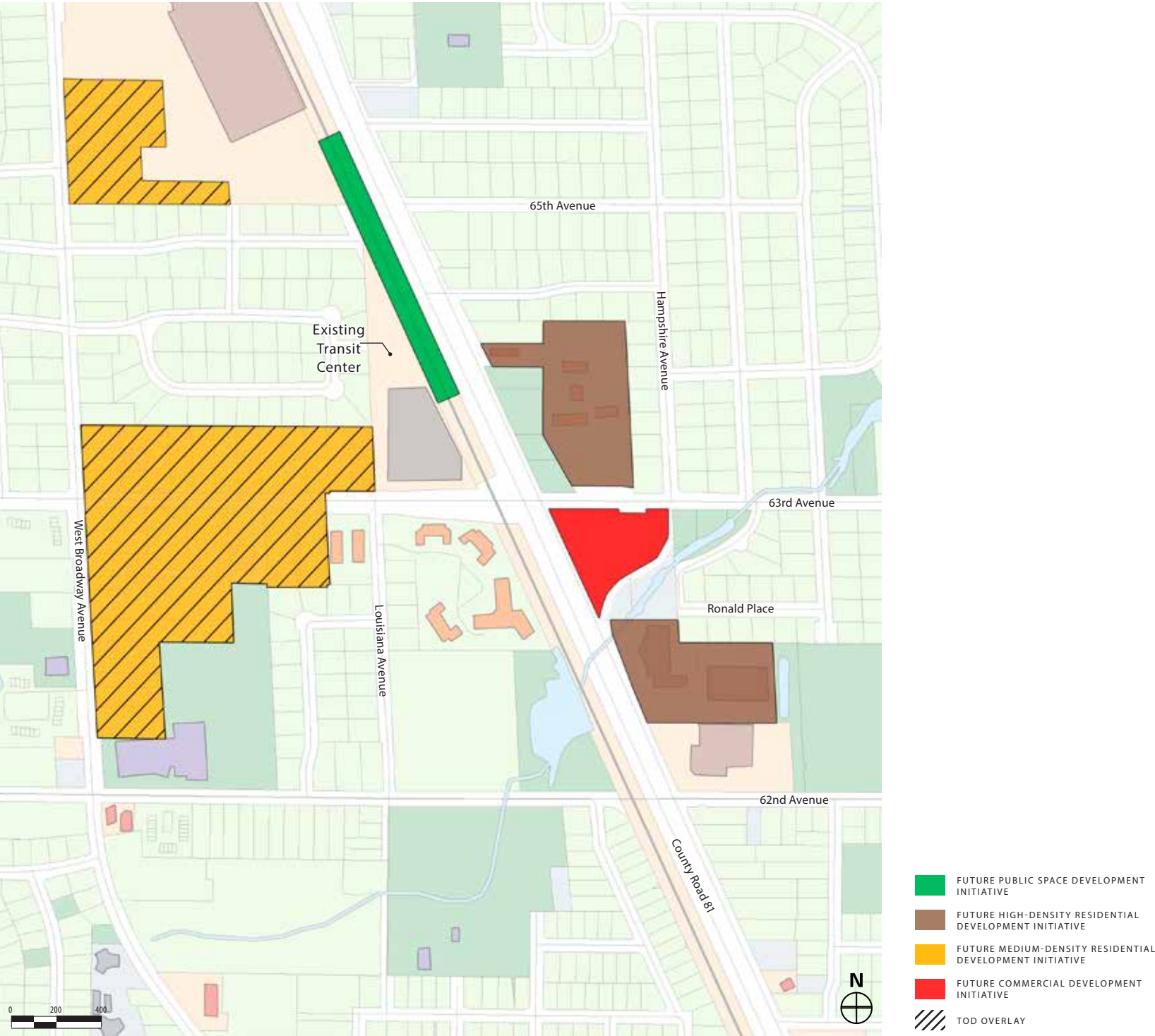


Fig. 36 DEVELOPMENT INITIATIVES PLAN



BROOKLYN BOULEVARD STATION

Station Area Plan

The Brooklyn Boulevard Station is located in the center of an existing healthy and diverse retail environment. Residents emphasized that “everybody shops here.” Three shopping centers of varying size dominate the station area, including everything from big-box retail and grocery stores to small minority-owned shops and restaurants. Neighborhood oriented retail is the theme. The age and condition of the buildings allow for a wide variety of commercial uses — something that residents and stakeholders noted as very positive. Commercial is the supporting land use designation with low-density residential uses to the northeast and southeast.

There is consensus that the addition of light rail will strengthen the commercial environment. It will also support new types of uses over time. Primary initiatives around the Brooklyn Boulevard Station include:

- 1 Pedestrian Connections
- 2 Transit Oriented Development Overlay
- 3 Short-Term Redevelopment Sites

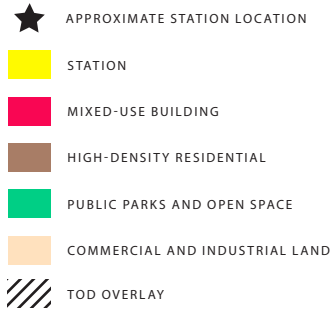


Fig. 37 ILLUSTRATIVE PLAN FOR BROOKLYN BOULEVARD STATION AREA



Pedestrian Connections

The intersection of West Broadway Avenue and Brooklyn Boulevard is at a main Brooklyn Park commercial node. Although walkers are plentiful, they must navigate through pedestrian-unfriendly parking lots to reach retail destinations on three of the four corners. The LRT stop will put even more people on foot in this area. Steps must be taken to improve pedestrian comfort and safety.

The Bottineau LRT will include a 10-foot wide multi-use trail on either side of West Broadway Avenue. This element should be mirrored along both sides of Brooklyn Boulevard within a ½-mile radius of the light rail platform. Together these upsized elements will provide direct access from the station to a finer grained sidewalk network on adjacent private properties.

A public/private partnership is required between the city and shopping center owners to implement missing walkway connections through large parking lots. Today most of the pedestrian facilities are along the face of buildings. The most important missing link is between the Starlite Transit Center and the light rail stop, but improved access to Starlite Center businesses, Park Square businesses, Dragon Star Foods, and Northwind Plaza tenants must also be addressed. The recommendation is for dedicated pedestrian walks that are at least six feet wide, connecting transit to shopping in a fairly straight line.

An additional suggestion is to create a modest amount of new open space at the “100 percent” corner of West Broadway Avenue and Brooklyn Boulevard. The existing traffic island will be eliminated when the intersection is rebuilt. This creates plaza areas at the four corners that the city can design in a way that welcomes visitors and gives the station area a unique identity.



Fig. 38 PEDESTRIAN CONNECTIONS FOR BROOKLYN BOULEVARD STATION AREA

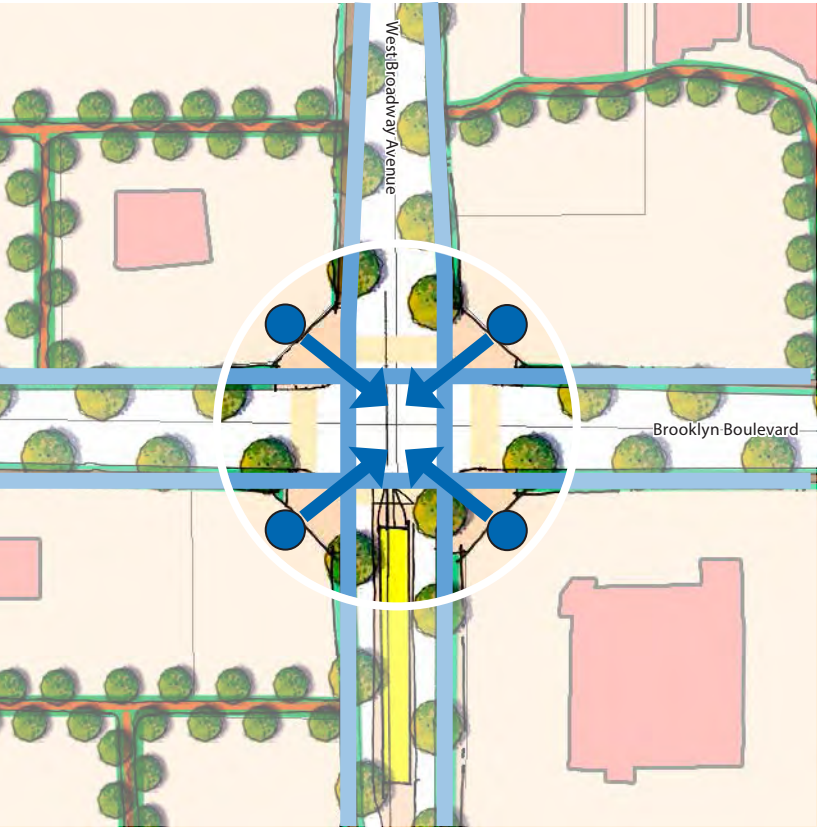
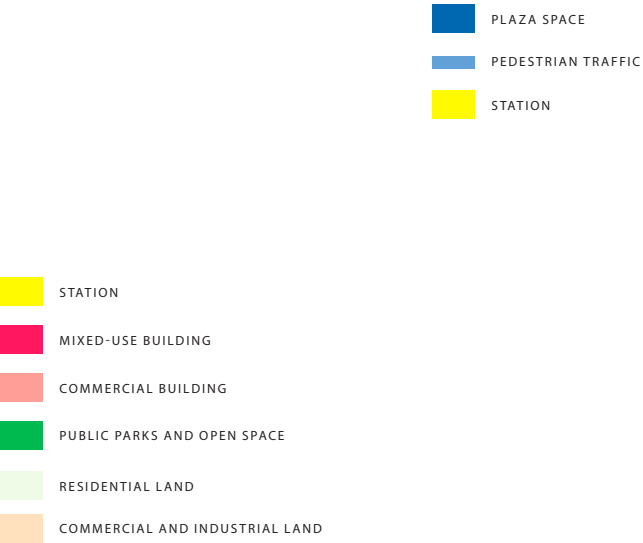


Fig. 39 WEST BROADWAY AVENUE AND BROOKLYN BOULEVARD INTERSECTION Gateway landscape enhancements at the 100% corner to mark this important place





Short-Term Redevelopment Sites

Two short-term redevelopment areas were identified in proximity to the LRT station. The larger of the two tracts is being created as a result of the light rail bridge over County Road 81. The bridge cuts across antiquated commercial properties and Jolly Lane. It lands at West Broadway Avenue, just short of 75th Avenue. An extension of 75th Avenue to Jolly Lane is required to reconnect the street grid. The city would like to see this extension continued one more block to Lakeland Avenue. This add-on will further enhance connectivity and create more rational development parcels. The city would also like Lakeland Avenue to remain connected to 73rd Avenue. As of the date of this report, Hennepin County is still studying this tie-in.

With the streets reconnected, the stage will be set for redevelopment. The land is zoned commercial, but as discussed above, a TOD Overlay encouraging a mix of uses is appropriate for this area as well. New buildings should front streets to reinforce the public realm. Parking should be tucked behind buildings in nicely landscaped surface lots.

The second site is a parcel of undeveloped land north of the Brooklyn Park Evangelical Free Church. The city desires to extend Candlewood Drive through this parcel to Jolly Lane, enhancing east/west connectivity. The site is currently zoned for medium-density residential. With a pond to the north, church to the south, and commercial to the west, high-density residential could also work on this site. Proximity to amenities (continuing education, neighborhood commercial, and transit) make it an attractive location for market-rate active adult units or college student units.



Fig. 40 PLAN OF MIXED-USE DEVELOPMENT



BROOKLYN BOULEVARD TOD



Transit Oriented Development Overlay

As was explained in the 63rd Avenue Station Area description, a TOD Overlay is a regulatory tool that creates a special zoning district for the furtherance of transit oriented development. A TOD Overlay is also recommended for the commercial property around the Brooklyn Boulevard Station. The goal is to give property owners additional flexibility/incentives to diversify and densify uses. A lightweight version of a TOD already exists around the Starlite Transit Center in that many patrons arrive by bus and ridesharing. As a result, parking spaces are underutilized in the larger lots. The market study identified a future demand for mixed-use in this location related to the Bottineau LRT. Suggestions for regulations to be addressed in the overlay include:

- » Parking Ratios
- » Building Coverage
- » Permitted Uses
- » Building Heights
- » Setbacks

Additional information on this recommendation can be found in the Implementation section of this report.

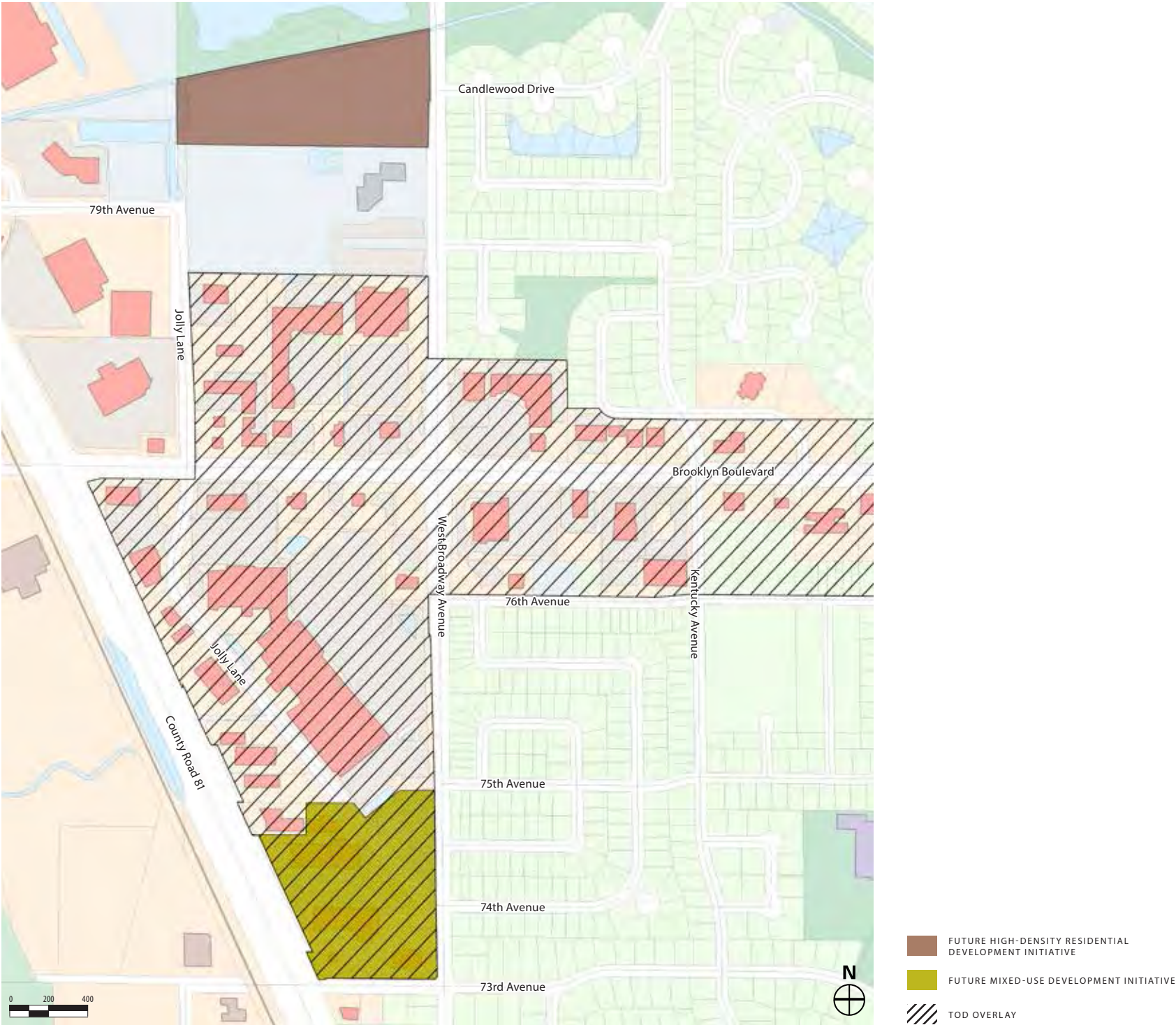


Fig. 41 DEVELOPMENT INITIATIVES PLAN



85TH AVENUE STATION

Station Area Plan

The predominant land use at the 85th Avenue Station is public institutions. North Hennepin Community College (NHCC) occupies most of the eastern half of the Station Area Planning area and the new Hennepin County Brooklyn Park Branch Library is located on the northwest corner. Other land uses include a small commercial area and low- and medium-density residential. No redevelopment of existing housing is anticipated.

Founded in 1966, NHCC is one of the largest and most diverse community colleges in Minnesota. Over 10,500 students were enrolled in 2015 with a full-year equivalent of over 4,500 students. It is the main driver of heavy ridership projections at the 85th Avenue stop given its student demographics and commuter pattern.

The Bottineau LRT will be a catalyst for redevelopment in association with NHCC’s projected growth. Primary initiatives in this Station Area include:

- 1 Hennepin County Brooklyn Park Branch Library
- 2 North Hennepin Community College Master Facilities Plan
- 3 Civic Plaza
- 4 Long-Term Redevelopment Sites



Fig. 42 ILLUSTRATIVE PLAN FOR 85TH AVENUE STATION AREA



North Hennepin Community College

NHCC is well along in developing a 20-year Master Facilities Plan to accommodate the College’s projected growth and changing needs. Overarching themes include the integration of broad sustainability goals, the renovation/replacement of aging buildings, the reorienting of the primary approach to the street, and the construction of a new Center for Fine and Performing Arts. A key part of the plan is to encourage mass transit and ride sharing as part of the broader sustainability goals. Total investment over the next 20 years is estimated to be over 200 million dollars.

The college’s proposed site and building development plan calls for a phased approach to upgrading the grounds and buildings. An important initiative is establishing the right relationship of the main entrance to the Bottineau LRT stop. The Facilities Plan calls for construction of a new Center for Student Services at the southeast corner of West Broadway and 85th Avenue, a prime site that is currently underutilized. This building will front both streets, creating a new entryway to campus. Just north of this facility, across 85th Avenue, will be the site of the future Center for Fine and Performing Arts. Organized around a community fine arts plaza, this new place is imagined as the centerpiece for future generations. Structured parking is proposed to support the arts center and most library patrons. Library staff noted the importance of maintaining surface parking for the library, including pick-up and drop-off needs.

Part of the Bottineau LRT improvements include multi-use trails along both sides of West Broadway Avenue. This path will eventually connect to a greatly expanded pedestrian and bike network across the college property. As with any public institution, pedestrian safety is a critical concern. Crime Prevention Through Environmental

Design principles should be followed as the Station Area Plan is implemented, especially in terms of providing adequate lighting, clear sightlines, and eyes on the street.

Walkers and cyclists will experience sustainable landscape throughout the grounds. On-site renewable energy, including solar and geothermal, will also be implemented at key points on campus.

Civic Plaza

The new Brooklyn Park Library was designed to have a future civic plaza along the south side of the structure. This idea has been incorporated into the NHCC Center for Fine and Performing Arts concept as an important public space at the intersection of education and transit. The plan illustrates an approximately 1.5-acre public square with a mix of hardscape and sustainable landscaping. The library and future performing arts buildings are designed to define the public plaza on the north and east. A transparent pavilion is sited in the middle to provide a focal element and to anchor the space. The thought is that it could be used as a gathering place, stage, a location for functions or micro retail, such as a grab-and-go coffee shop.



85TH AVENUE AERIAL View from the southwest



Long-Term Redevelopment Sites

Two long-term redevelopment sites were identified in proximity to the LRT station. The first is the Broadway Square Shopping Center at the southwest corner of West Broadway and 85th Avenues. Although almost fully leased today, the market potential of this site will change with the introduction of light rail. This is a prime opportunity for conversion to a mix of uses that features high-density residential over ancillary ground floor retail or commercial. Amenities such as the LRT stop, growing NHCC campus, and new Brooklyn Park Library will appeal to a wide demographic. Any new construction should reinforce the street frontage to complement the NHCC Master Facilities Plan. Special attention should be paid to the highly visible building facades facing the platform and 85th Avenue. These building facades call for an attractive civic appearance.

The second site is a parcel of undeveloped land northeast of the existing NHCC campus, east of College Parkway, which is owned by NHCC. It is an ideal long-term development site for high-density housing targeted at NHCC students, faculty, staff, and/or active adults that are interested in living in proximity to the college. Similar to Broadway Square, any new construction should reinforce the street frontage.

It should be noted that the market study identified a greater demand for market-rate apartments than there is land available for building in this location. Structured parking would also be preferred, but may require public assistance.



Fig. 43 DEVELOPMENT INITIATIVES PLAN

## 93RD AVENUE STATION

### Station Area Plan

The area south of Highway 610, on either side of West Broadway Avenue, is a large employment center within Brooklyn Park. The primary land use within a ½-mile of the LRT stop is business park — a logical choice given direct highway access to the north and west. A low-density residential neighborhood occupies the quadrant to the southeast along with a newly constructed church. No redevelopment of existing housing is anticipated.

With the LRT stop comes the opportunity and need for enhanced pedestrian/bike connections as well as additional development. The 93rd Avenue Station will benefit existing and future employment uses. Primary initiatives include:

- » Improved Pedestrian Connections
- » Incentivize Transit Oriented Development



Fig. 44 ILLUSTRATIVE PLAN FOR 93RD AVENUE STATION AREA



Improved Pedestrian Connections

The main challenge for people walking and on bikes within this Station Area is a lack of existing sidewalks and convenient connections. Much can be done to improve the walking experience. As was noted in the Transportation Networks section, a 10-foot multi-use trail should be constructed along both sides of 93rd Avenue between Highway 169 and Zane Avenue. This link will act as a pedestrian/bike main street that connects transit, employment, and retail (to the east).

Employees requested that a parallel east/west sidewalk connection be created in proximity to the gas station along West Broadway Avenue. There is currently no east/west pedestrian connection in the ½-mile between 93rd Avenue and Highway 610. Room exists for this facility around the perimeter of existing detention ponds. This and all sidewalks should be well lit to support pedestrian safety.

Incentivized Transit Oriented Development Overlay

The employment center at 93rd Avenue is largely built out with a mix of light industrial, office, and research/development uses and most of the remaining vacant sites have approved development plans. However, this area was planned before access to LRT became a consideration. Both property and business owners expressed their enthusiasm for the Bottineau LRT. They see the 93rd Avenue Station as a way to attract many more potential employees from the region that would otherwise not have a practical way to get to work in Brooklyn Park. Increased transit options will decrease the required parking ratios for uses within a ½-mile walk of the LRT platform.

The City of Brooklyn Park would like to see land owners think about amending their plans for undeveloped land to consider a wider range of uses (such as a hotel) and the creation of even more jobs. To this end, the city will consider zoning incentives to encourage property owners to leverage the proximity to light rail transit.

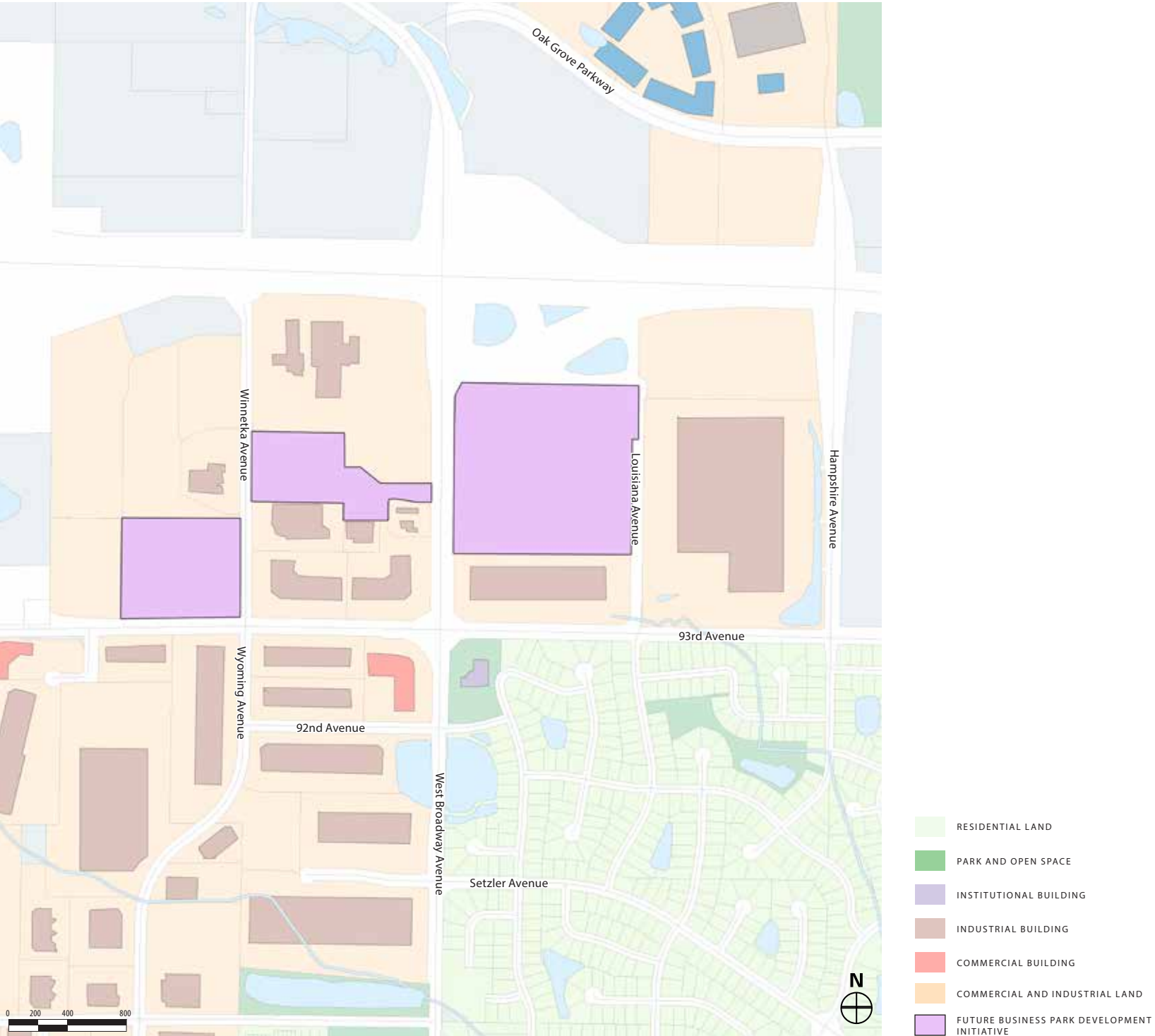


Fig. 45 DEVELOPMENT INITIATIVES PLAN

## OAK GROVE STATION

### Station Area Plan

The Oak Grove Station is the northern most stop on the Bottineau LRT line. Target Corporation owns approximately 335 acres of primarily undeveloped land around the station location. Target built the first phase of its Northern Campus just to the east of West Broadway Avenue. It consists of 1.2 million square feet of office space, plus structured/surface parking, that will accommodate 6,000 team members. The Bottineau LRT represents a direct link between this facility and Target's downtown Minneapolis Headquarters.

The city is also a landowner in the area, controlling approximately 31 acres of open space abutting the Rush Creek Regional Trail. Approximately ten acres of this parcel are required for the Bottineau LRT Operations and Maintenance Facility (OMF). Grace Fellowship Church is an existing use that will remain kitty-corner to the OMF.

The Oak Grove Station Area is the biggest development site along the Bottineau LRT and one of the largest opportunity sites in the region. Highways 610 and 169 provide premium highway access to the development sites and will both complement future LRT access to the sites and provide easy ingress/egress for commuters to the proposed park-and-ride facility planned for this station. Primary initiatives within the Oak Grove Station area include:

- 1 Parking Ramp and TOD liner
- 2 Street Network
- 3 Grand Boulevard
- 4 Future Development



Fig. 46 ILLUSTRATIVE PLAN FOR OAK GROVE STATION AREA



#### Parking Ramps/TOD Liner

A critical element of the Bottineau LRT is the construction of a large capacity park and ride garage adjacent to the Oak Grove Station. The siting of this garage and the OMF, along with supporting roads and infrastructure, became the central focus of the Station Area Planning effort. Consultants worked with the BLRT Project Office, the City of Brooklyn Park, Hennepin County, and Target to test numerous options before consensus was reached on a preferred location. Advantages of this site include:

- » Central location
- » Direct access from the station platform
- » Visual connection between West Broadway Avenue, the station platform, and the ramp
- » Room for a potential development liner
- » Room to step-back ramp
- » Good vehicle access from West Broadway Avenue and Oak Grove Parkway
- » Proximity to future main street uses

In general, the plan envisions a four-story rectangular parking garage wrapped on three sides by a multi-story TOD liner. The liner is intended to activate the civic realm around the platform and along public sidewalks. Envisioned uses include retail, office, and apartments. Car access is planned at multiple points from secondary streets. Pedestrian/bike access is proposed via a multi-purpose trail along both sides of Broadway.



OAK GROVE STATION: GRAND BOULEVARD ADDRESS ON WEST BROADWAY AVENUE



STREET NETWORK

Oak Grove is unique among the station areas in that it has a very limited existing infrastructure. Today West Broadway Avenue acts as the north/south spine with Oak Grove Parkway and 101st Avenue branching off to the east and west, respectively — that is about it. One infrastructure constraint is a large overhead transmission line that crisscrosses the existing West Broadway alignment and is too large to relocate in a cost-effective manner.

A substantially enhanced street network is required to meet future traffic projections and support planned development for the area. The main armatures of this network will be a reconfigured West Broadway Avenue and Oak Grove Parkway. West Broadway will be converted from a rural two-lane street to a beautifully landscaped four-lane boulevard, creating a memorable arrival point when coming over the Highway 610 bridge. The boulevard design allows the transmission line to run up the center of the median where its visual presence can be significantly diminished. Oak Grove Parkway will be partially realigned to allow for a full movement signalized intersection at West Broadway and Main Street, an attribute that is critical for the anticipated commercial mix.

A primary loop road will be created through the four development quadrants to distribute traffic and provide access to buildings and parking. Segments of the loop include Target Parkway, Winnetka Avenue, and 99th Avenue. A loose grid of city streets will then be used to subdivide the remaining superblocks. The hope is to keep east/west block dimensions to 300 feet or less to support walkability. A menu of street types can be found on the following pages.

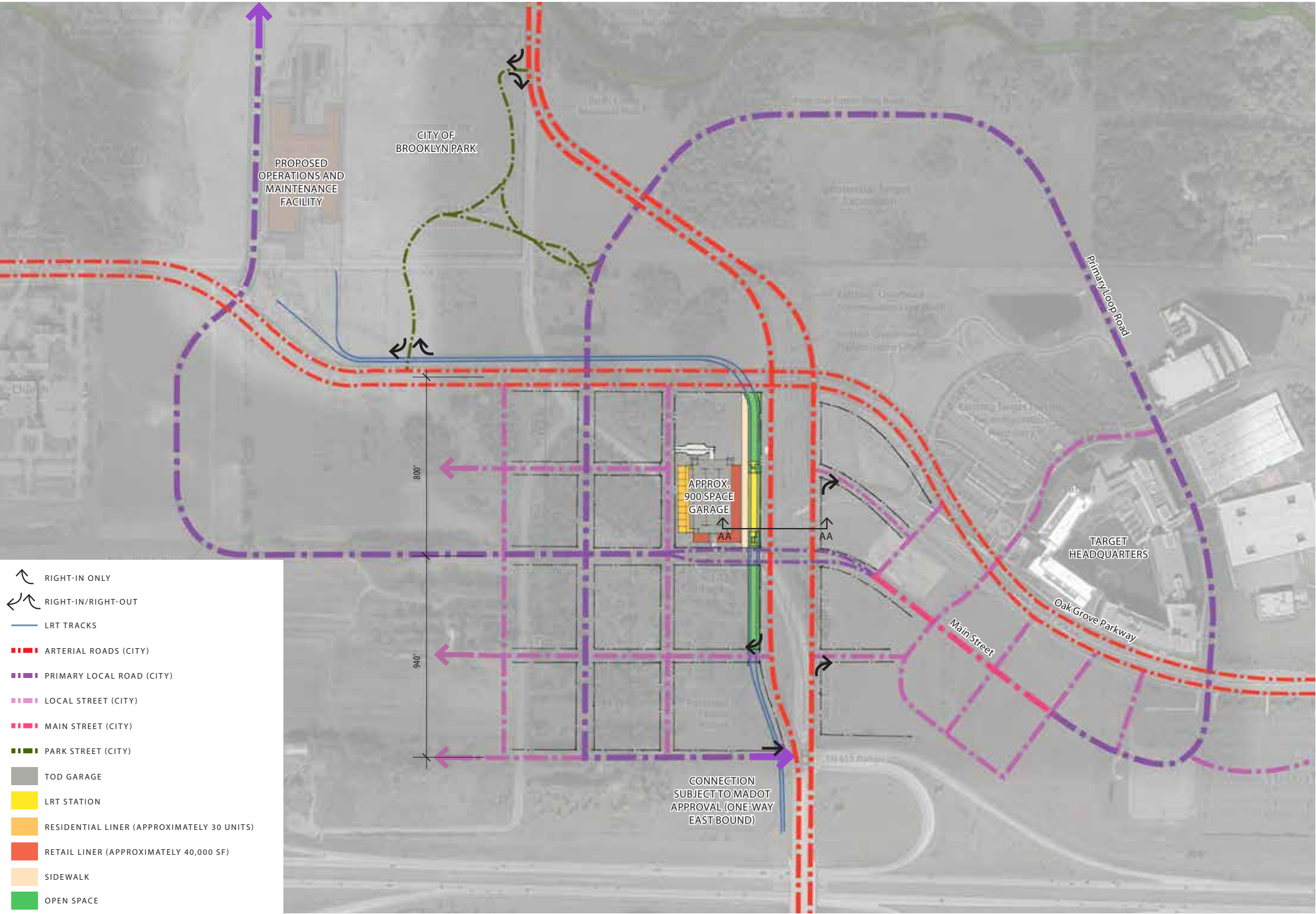


Fig. 47 OAK GROVE STATION BOULEVARD  
\*This road network relies on the completion of the planned interchange at Highway 169 and Oak Grove Parkway.



Street Section Alternatives

A menu of public street types, each with a different character and function, will serve the transportation needs of future development sites, such as Oak Grove. The adjacent sections and those on the following page have been developed to be both pedestrian- and bike-friendly, connecting walkers and cyclists to close by land uses and the regional trail network. Sidewalks on both sides of all streets will be buffered from vehicles by street trees and sustainable landscaping. On approaches to major intersections the on-street parking may be dropped to provide an additional travel lane for vehicles and bicycles. Note that the addition of significant traffic generating use(s) may require some of the planned grid streets to provide multiple lanes/ directions.

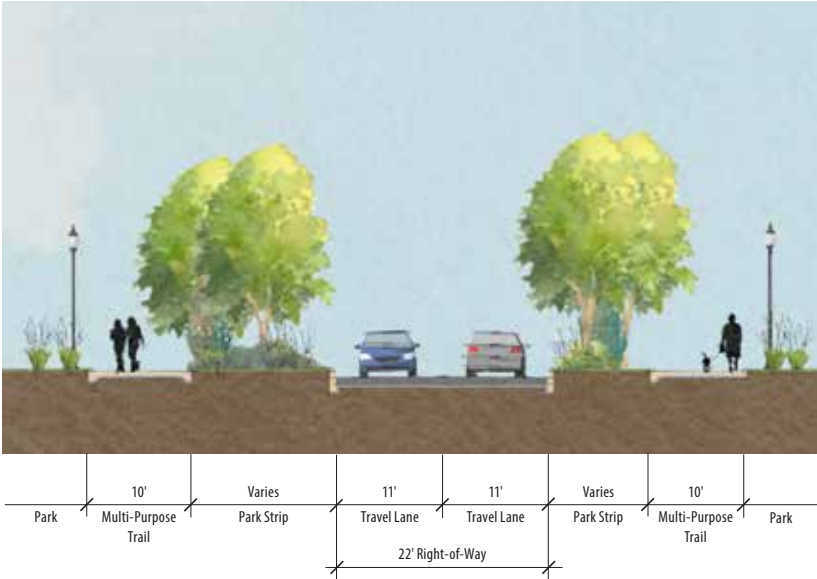


Fig. 50 **PARK STREET SECTION** Generous landscaping and multi-purpose paths support a park-like setting.

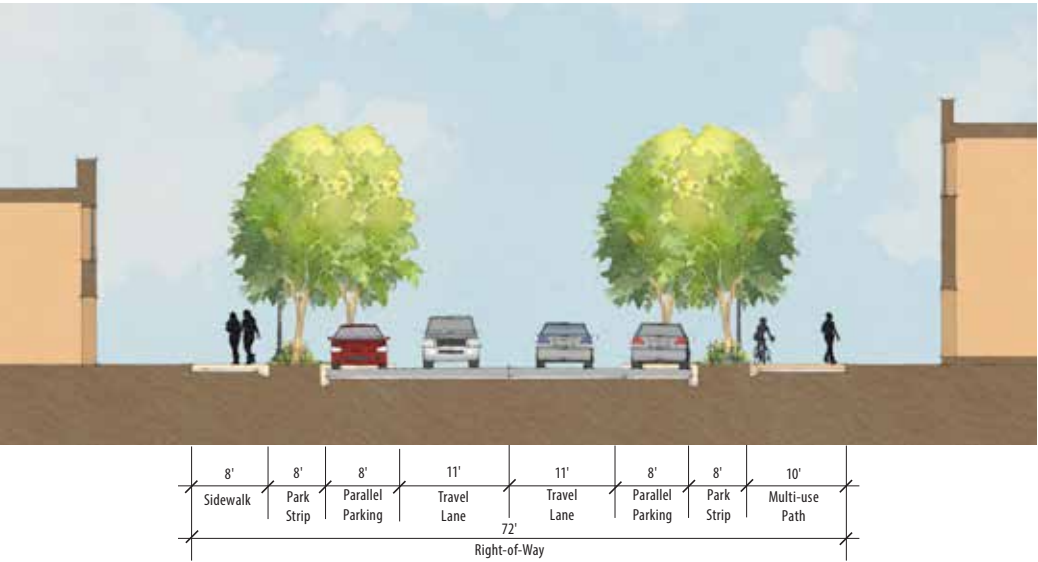


Fig. 48 **TWO-WAY STREET WITH MULTI-PURPOSE PATH ON ONE SIDE** This street is designed as a 30 mile per hour primary section for the Oak Grove loop road. On-street parking is permitted on both sides. A Class 1 bike lane on one side will act as a collector for the regional trail network.

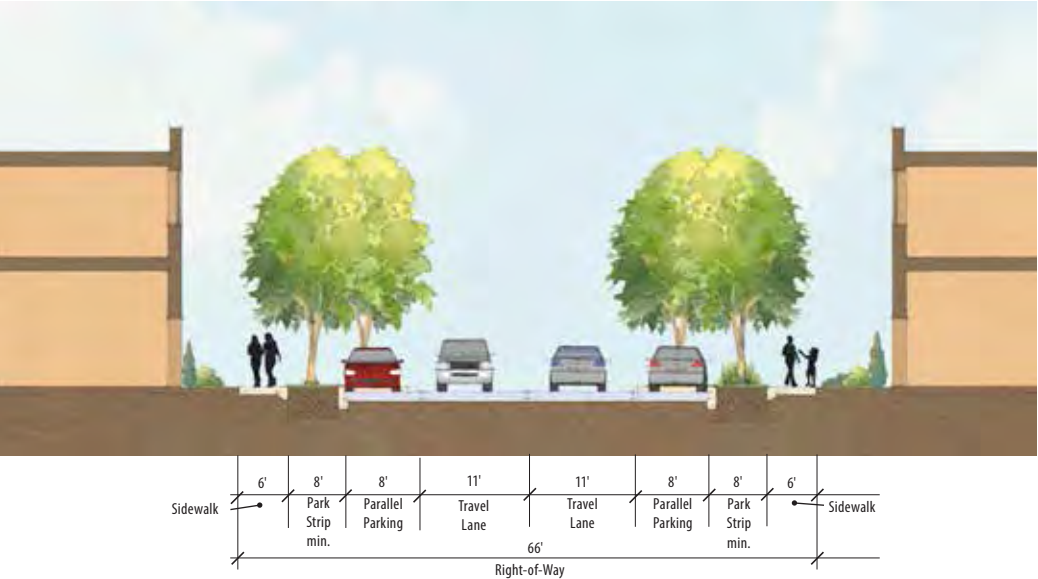


Fig. 51 **TWO-WAY STREET WITH PARKING ON BOTH SIDES** Moderate-scale street providing secondary access within large parcels where on-street parking is required. It accommodates on-street parking on both sides.

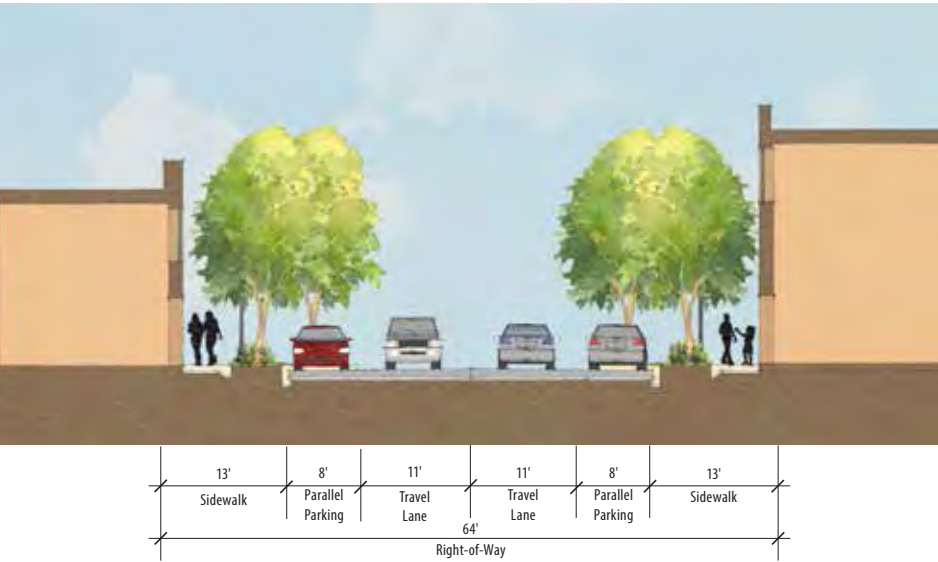


Fig. 49 **MAIN STREET** This street is designed to encourage pedestrian and commercial activity in a mixed-use main street setting. Parallel on-street parking is provided to support retail uses. Wide sidewalks are scaled to support window shopping and outdoor dining. Bulb-outs at corners are included to improve walkability.

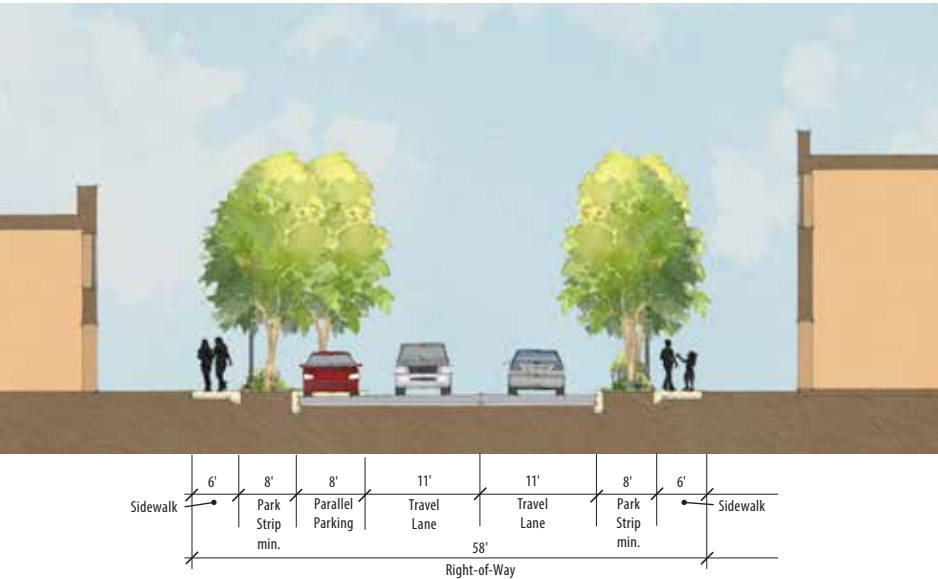


Fig. 52 **TWO-WAY STREET WITH ONE SIDE PARKING** Pedestrian-friendly small-scale street for local access where on-street parking demand is minimal. This street section may also be used to subdivide large development parcels.



GRAND BOULEVARD

The Grand Boulevard is envisioned as a space that adds both visual beautification and functional passive open space around the Oak Grove Station. Pathways and sidewalks for walking, running, and bicycling should crisscross through the space. Benches and street lamps should be located along paths, and pedestrian crossings should be placed at all intersections. While not intended for active recreation, the space within the electrical easement should be open and accessible to the public, making the full width of the Boulevard feel park-like. The Twin Cities region has many precedents of beautiful boulevards, including Summit Avenue, Minnehaha Parkway, and others. Transit riders arriving at the Oak Grove Station will identify the area with this iconic open space feature.



OAK GROVE STATION: GRAND BOULEVARD The Grand Boulevard is envisioned to have trails and open space for people walking and biking.



BOULEVARD PRECEDENT Summit Avenue in St. Paul has trees, sidewalks, and passive open space

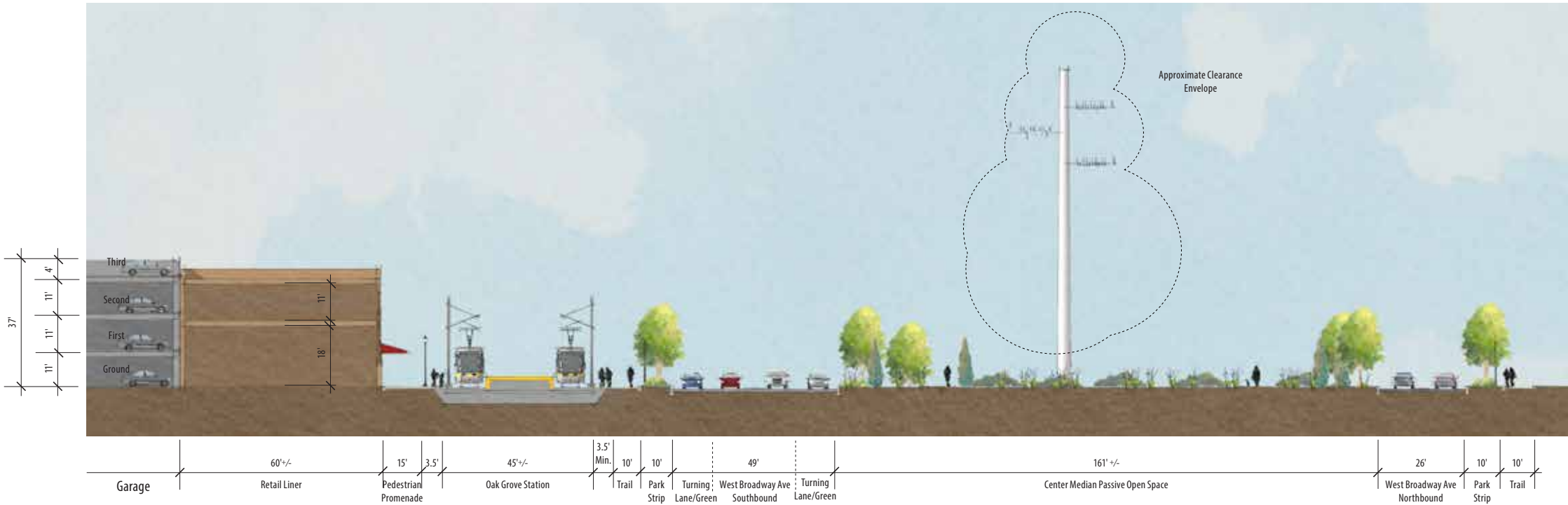


Fig. 53 WEST BROADWAY AVENUE SECTION AT LRT STATION The Grand Boulevard sets the primary address for development and transit.



FUTURE DEVELOPMENT

Target’s vision for Oak Grove is to develop a signature mixed-use district that is anchored by corporate office uses and supported by a retail main street, restaurants, housing, parks, trails, and the LRT station. Its plan calls for continuing to build out its Northern Campus north of Oak Grove Parkway between the existing towers and the Rush Creek Regional Trail. The expansion will tier off of Phase I, with buildings that continue the already established high-quality approach to design and placemaking.

South of Oak Grove Parkway will be home to the neighborhood main street. A mix of hotels, ground floor retail, and apartments is anticipated. Big-box and neighborhood retail already exists to the east of the site along Zane Avenue, so Target’s commercial development will likely be focused on a tangible dining experience with a high percentage of food and beverage uses.

The major driver of the southwest quadrant will be a second large corporate campus user. This area’s visibility from the highways and proximity to the station should generate a lot of interest for this site. Mixed-use blocks will occupy the balance of available land. Given that retail uses will be concentrated on 99th Avenue, and demand for retail is limited, the mix will be weighted towards residential, professional office, and educational uses.

As of the date of this report, the city is exploring a feature event park on their land adjacent to the Operations and Maintenance Facility (OMF) site. This would be a synergistic use given the plans for compact development in the balance of the Station Area. The park is envisioned to be a one-of-a-kind regional destination that would create an additional amenity at Oak Grove that could be accessed by foot/bike, LRT, or motor vehicle.



Fig. 54 ILLUSTRATIVE PLAN FOR OAK GROVE STATION AREA

A TOD Overlay is recommended for Target’s property at Oak Grove. The following investments should be included in that overlay to facilitate future development:

- » LRT guideway and support systems
- » Station platform and amenities
- » Pedestrian, bicycle, and vehicle access
- » County Road 103 (West Broadway) reconstruction accommodating pedestrian, bicycle, vehicular, and bus needs
- » 93rd Avenue reconstruction accommodating pedestrian, bicycle, vehicular, and bus needs
- » LRT fencing
- » Station art and lighting
- » Bicycle parking

# Corridor Guidelines

As has been discussed, the Bottineau LRT extends approximately five miles north/south through Brooklyn Park along the County Road 81 and West Broadway Avenue corridors. If you were to drive this route today you would see a variety of design elements that were used to address specific problems or needs, but no common theme. The introduction of light rail presents a unique opportunity to redefine the experience.

Stakeholders and residents expressed a strong desire for guidelines to be developed that help unify the corridor's streetscapes into a coordinated aesthetic outcome. Recommendations for civic landscaping, lighting, and fencing are documented in this section. Land use suggestions, placemaking and cultural diversity ideas, and strategies to achieve health equity are also discussed on the following pages.

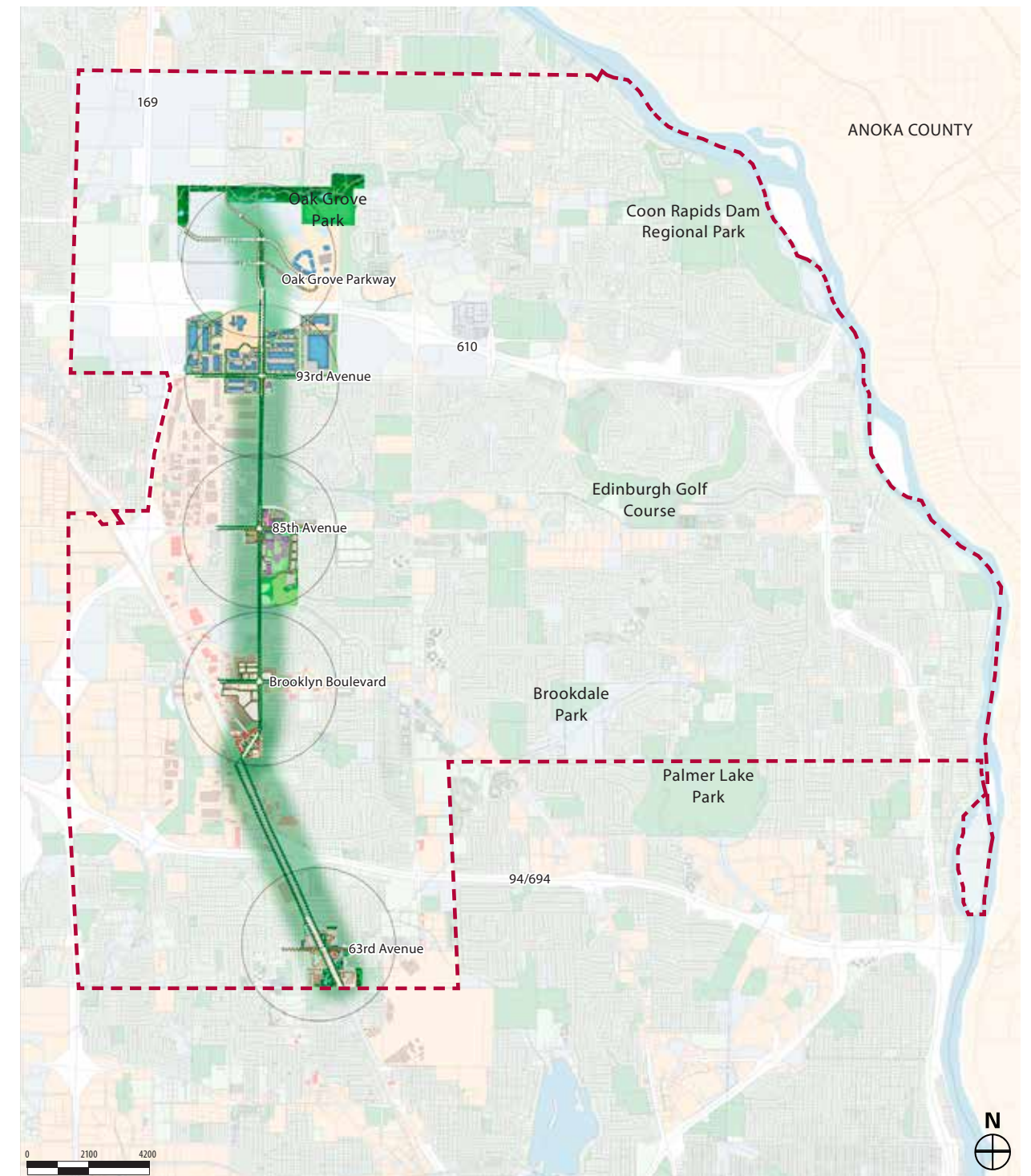


Fig. 55 **PROPOSED CORRIDOR VISION PLAN** An illustrative drawing showing the proposal for the stations and the guideline focus area



# Streetscape Guidelines

The recommendation is for the City of Brooklyn Park to adopt streetscape guidelines for the Bottineau Corridor (five station areas) that reflect the city’s brand and create a unified approach to landscaping, lighting, and fencing. Consideration must be given to context and the various land uses. For example, retail uses require a high level of light and transparent fencing while residential uses require no light pollution and opaque fences. Long-term maintenance is another important consideration — streetscape elements should be built to last. Given that streetscapes cut across many jurisdictions, including private property owners, the partners must continue to work collaboratively to advance a unified vision.



**LARGE SIDEWALKS** Large sidewalks allow space for street trees, street furniture, and cafe sitting



**LANDSCAPE MEDIANS** Green medians slow traffic, create safer streets for pedestrians, and add color to urban areas



**CORRIDOR LIGHTING** High level of lighting on major roads and signage for branding



**TREE CANOPIES** Tree canopies shade pedestrians and cyclists, and beautify and green urban areas



**PARK MEDIANS** Park medians form public spaces between streets, creating resting spots for residents and pedestrians





OPEN SPACE Open space with plant diversity



STREET TREE ON ARTERIAL STREETS



ACCENT TREES IN OPEN SPACE

### Landscaping

- » Emphasize drought tolerant native or climate adapted plants
- » Use Minnesota native plants where possible
- » Canopy trees should line arterial streets
- » Accent trees should be used at street intersections
- » Open space should be planted with a diversity of trees



PEDESTRIAN LIGHTING



PEDESTRIAN LIGHTING

### Lighting

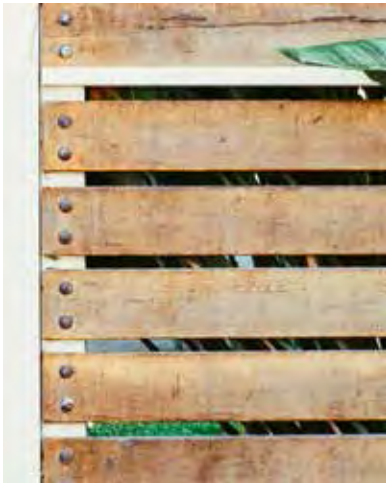
- » At least three types of lighting are required within the public right-of-way along the corridor
  - › Street
  - › Pedestrian
  - › Transit
- » Photometric requirements should be understood before fixtures are identified
- » A menu of coordinated pre-approved light fixtures should be specified in the final streetscape guidelines



PEDESTRIAN LIGHTING



STREET LIGHTING



HORIZONTAL FENCING



VERTICAL FENCING

### Fencing

- » High-quality, horizontal or vertical fencing preferred
- » Fence posts and a top and bottom rail are recommended to maintain structural integrity
- » A menu of three to four pre-approved coordinated fence designs should be specified in the final streetscape guidelines
- » Prefabricated big box fencing is not recommended
- » Fencing and lighting styles must coordinate (i.e. contemporary fencing with contemporary lighting)



HIGH-QUALITY FENCING



HIGH-QUALITY OPAQUE FENCING



# Placemaking and Cultural Diversity

1. Public spaces are often where people gather and what defines a community. 2. Placemaking is a multi-faceted approach to planning, design, and management of beautiful public spaces, which builds upon and enhances a community’s assets and potential. The cities along the Bottineau LRT are home to a variety of cultural and ethnic groups. Community and economic development efforts should support a range of businesses, services, and places that embrace and support the needs and preferences of the corridor’s varied and changing population demographics. Brooklyn Park has the advantage of an ethnically and racially diverse population today that reflects projections for the region’s demographics in the future.

Placemaking is planning which focuses on building upon and enhancing a community’s assets in order to promote a pride of place and the well-being of that community and its members. Creating and maintaining an authentic sense of place is especially important at a time when individuals and families are increasingly choosing a great place to live over most other factors, including proximity to employment. Placemaking can promote cultural, social, and economic inclusion and can strengthen community pride.

As was discussed in detail on the preceding pages, the 63rd Avenue Marketplace, Brooklyn Boulevard Gateway Intersection, Hennepin County Library Plaza, and Oak Grove Station area all offer unique opportunities to create publicly accessible civic spaces where people interact with one another, identify with their community, and enjoy spending quality time. Strategies for placemaking and promoting cultural diversity may include widening sidewalks, planting trees, enhancing streetscape, installing street furniture that encourages all people to spend time such as benches, extending pedestrian-scale lighting, offering smaller retail space or pop-up opportunities for new creative businesses, incorporating public art, and highlighting iconic buildings and signage.



**63RD AVENUE STATION AREA** One of the greatest opportunities for placemaking in the 63rd Avenue Station Area revolves around opportunities for an ethnic market and local retail



**BROOKLYN BOULEVARD STATION AREA** At Brooklyn Boulevard pedestrian connections and spaces will be a focus of placemaking



**85TH AVENUE STATION AREA** Anchored by key institutions, 85th Avenue Station Area will feature civic plazas for gathering



**93TH AVENUE STATION AREA** Placemaking at 93rd Avenue should focus on trail, pedestrian, and bicycle connections



**OAK GROVE STATION AREA** Oak Grove offers many opportunities for iconic spaces, public art, and pedestrian plazas



# Proposed Land Use Plan

The City of Brooklyn Park’s future land uses, documented in the Comprehensive Plan, are consistent with the Station Area Plan recommendations. However, the city may wish to fine-tune future land uses through its update to the comprehensive plan and consider TOD Overlays in its zoning ordinance for some of the identified opportunity sites. The revised map on this page illustrates potential updates.

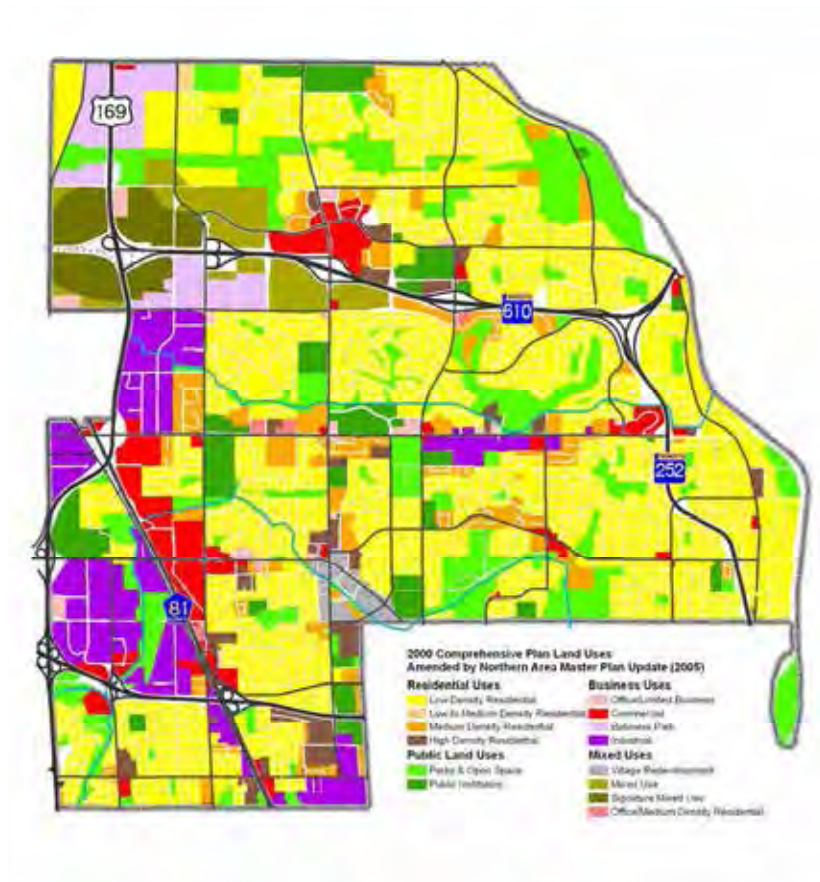


Fig. 56 EXISTING LAND USE PLAN

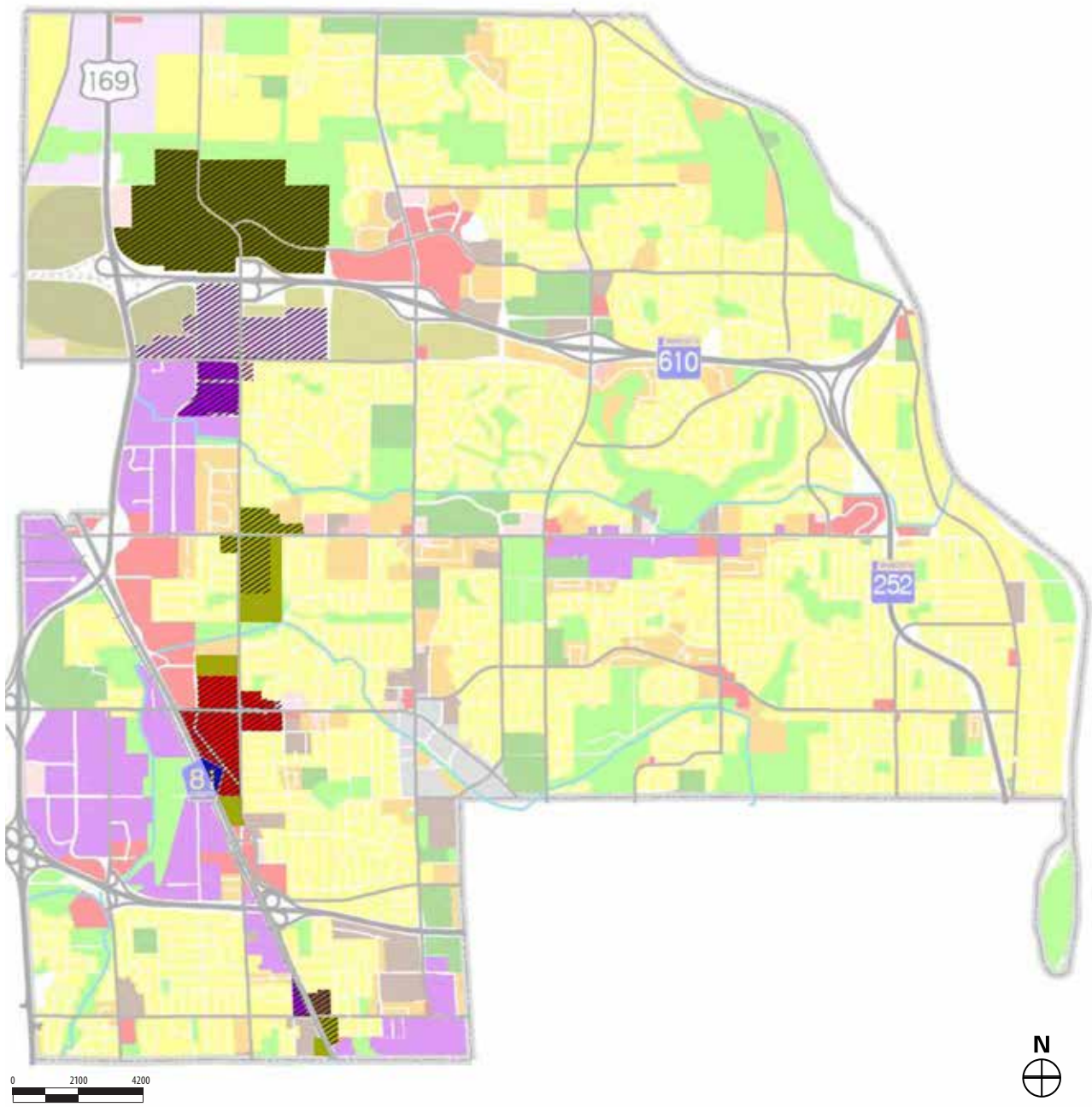


Fig. 57 PROPOSED LAND USE PLAN CHANGES



## Strategies to Support Health Equity

This section highlights the development policies and built environment recommendations contained in this report that affect the key determinants of health identified in the Bottineau Transitway Health Impact Assessment (HIA). In addition, the section provides more in-depth information on health equity related community input specific to the Brooklyn Park station areas and presents broader health equity themes. Since community engagement in all eleven Bottineau LRT stations revealed reoccurring themes about access, community need, and opportunities, this plan considers strategies to address both Brooklyn Park station specific issues and corridor-wide themes.

### Community Health Benefits

The Brooklyn Park Station Area Plans provide development policy guidance and built environment recommendations that affect the key determinants of health identified in the HIA: physical activity, location affordability, employment and education access, traffic safety, and healthy food access. The Station Area Plans recommend circulation and built environment improvements that address traffic safety and circulation issues expressed by the community and support additional infrastructure that encourages physical activity near each station.

Improving bicycle and pedestrian connections is a major focus of the station area plans for all five stations in Brooklyn Park. For example, the plan recommends significant improvements to the pedestrian crossings leading to all five stations; particularly crossing County Road 81 to reach the 63rd Avenue station, and crossing West Broadway to reach the other four stations. Changes that make pedestrians feel more safe and comfortable crossing these high speed, high motor vehicle traffic roads could improve community health by creating an environment where more people feel safe being physically active in their neighborhood and, therefore, may choose to walk and bike more often for transportation and recreation.



**63RD AVENUE STATION AREA** One of the greatest opportunities for placemaking in the 63rd Avenue Station Area revolves around opportunities for an ethnic market and local retail



**EDUCATION** Promoting physical activity



**PROGRAMMING** Providing innovative programming inclusive of diverse populations



The plan’s land use and development recommendations support housing and mixed-use development at densities and in locations that provide increased access to affordable transit. For example, a Transit Oriented Development (TOD) overlay is recommended in several station areas. TOD in the LRT station areas allow jobs, housing, businesses, and educational opportunities to be located close to each other and to transit, and increases business opportunities for minority entrepreneurs and community desired services. This can increase employment opportunities for neighborhood residents. It can also increase access to community desired businesses such as grocery stores and childcare, which are important aspects of a healthy community. Improved transit access to North Hennepin Community College (NHCC), which is located adjacent to the future 85th Avenue station, will be a key opportunity for corridor residents to gain education and skills which can improve household incomes and health outcomes in the long run. NHCC is already taking steps to maximize connections between the future LRT station and the college.

Finally, the plan promotes placemaking and cultural diversity. Healthy communities include interesting and lively public places like sidewalks, plazas, and parks where residents of all incomes and backgrounds feel comfortable gathering. The Brooklyn Park Station Areas Plan proposes an ethnic market at the 63rd Avenue station, a civic plaza at the 85th Avenue station, and public spaces at the Oak Grove station. These three spaces can begin to address a current shortage in community space by creating public space that can be accessed by diverse groups and supporting innovative programming inclusive of diverse populations in Brooklyn Park and along the corridor. This benefits community health by helping residents meet their neighbors and feel socially connected to their community, improves






HEALTH-RELATED COMMUNITY INPUT		
CORRIDOR-WIDE	BROOKLYN PARK SPECIFIC	BROOKLYN PARK STATION SPECIFIC
<ul style="list-style-type: none"><li>» Concerns related to employment (unemployment and underemployment)</li><li>» Business development along the line, (ownership by people of color and culturally inclusive services)</li><li>» Fear related to housing costs(renters and homeowners)</li><li>» Childcare and Adult Care (proximity to station, quality, and culturally inclusive)</li><li>» Elder/Aging: accessibility, more senior housing</li><li>» Safety: mobility/access and fear of crime</li><li>» More publicly accessible spaces</li><li>» Language/translation: at station area and way-finding</li><li>» Feeder routes and connections inadequate</li></ul>	<ul style="list-style-type: none"><li>» People love living in Brooklyn Park and want to stay, to be fully included in the area economy, to contribute towards the overall success of the area, and desire activities and investments supportive of children and elders</li><li>» Concern about unemployment rate; strong desire for training that leads to employment and higher wages</li><li>» Desire for affordable commercial space along the line; promote locally owned ethnic businesses at stations</li><li>» Concerns about gentrification; desire for affordable and mixed-income housing</li><li>» Need ordinary, practical services available at stations; culturally appropriate childcare desired</li><li>» Concerned about connections (inadequate bus connections, last-mile connections)</li><li>» Explore creative placemaking reflecting local culture and turning stations into a destination so not only residents but everyone benefits from diverse, ethnically owned businesses</li></ul>	 <div>63RD AVENUE N<ul style="list-style-type: none"><li>» Locally owned ethnic businesses desired (businesses lost due to Highway 81 reconstruction in 2012)</li><li>» Area is missing practical services (such as a laundromat and daycare)</li><li>» Strong desire for safe crossing like a bike and pedestrian bridge to access housing, commercial services, and station</li><li>» Fear related to business costs and market support (new construction would be unaffordable for small businesses)</li></ul></div>
		 <div>BROOKLYN BOULEVARD<ul style="list-style-type: none"><li>» Important as a place to shop</li><li>» Concerns about crime and personal safety</li><li>» Mobility challenges noted and safety concerns getting in through and around the area, particularly for pedestrians</li><li>» Desire to improve pedestrian safety and connections supportive of diverse physical abilities</li><li>» Wayfinding desired (multiple languages)</li><li>» Increase publicly accessible space</li><li>» Desire for land uses that support minority-owned businesses</li></ul></div>
		 <div>85TH AVENUE N<ul style="list-style-type: none"><li>» Concern that the plan will only focus on the Brooklyn Park library and North Hennepin Community College (NHCC) and not provide opportunities for non-student residents</li><li>» Fear that library will be treated as a part of the college and not as a community asset</li><li>» Safety concerns for pedestrian crossings for community members/residents</li><li>» Desire for NHCC to make connections with community through programming</li></ul></div>
		 <div>93RD AVENUE N<ul style="list-style-type: none"><li>» Need services supportive of employees (childcare, etc.)</li></ul></div>
		 <div>OAK GROVE<ul style="list-style-type: none"><li>» Concern that only high-end development will be proposed; desire places for the station area’s lower wage workers to shop and live</li></ul></div>

TABLE 10 Health related community input



public safety by increasing the number of “eyes on the street,” and encourages people to spend more time outside walking and being physically active. Additionally, an ethnic market at the 63rd Avenue station could provide low-cost spaces for start-up businesses and/or minority entrepreneurs, providing additional jobs and income for area residents that, in the long term, will significantly improve their physical and mental health and welfare.

**Additional Policy and Program Recommendations**

As health rises to the forefront in terms of national interest, municipalities across the country are integrating health considerations, including tools and indicators, into local decision-making to support positive health outcomes, while reducing health disparities. Hennepin County’s Bottineau Transitway Health Impact Assessment (HIA) documented stark health disparities in the corridor. Including health-specific policies and health-supportive practices in each corridor station area plan is important to make sure the benefits of LRT extend to all community members. Efforts by local governments to incorporate health equity into wider decision-making not only helps to better serve their communities, it is important to the region’s ability to meet the needs of an aging and diversifying population over the coming decades. The following are recommended for consideration in Brooklyn Park.

**1 Incorporate Health Equity into decision-making: Tools are available to help communities with this work.** One such tool is from the City of Seattle and evaluates decisions considering Racial Equity. Municipalities across the country are utilizing this tool in different ways to improve outcomes. This approach, along with experiences from other cities could help the City

of Brooklyn Park, as well as other partners working on the Bottineau LRT project, to help maximize the health benefits for residents and other transit users by addressing health disparities in the areas of income, housing, and educational attainment. Resources can be found online: <http://racialequityalliance.org/tools-resources/>

**2 Utilize planning and zoning to reflect healthy community goals and encourage businesses that meet the needs of the region’s diverse population.** Reflecting healthy community goals (around physical activity, location affordability, employment and education access, traffic safety, and healthy food access) in design guidelines, zoning overlays, and other tools and plans, could improve community health and help provide the businesses, services, and programs that stakeholders and residents identified during station area planning. These included culturally supportive childcare, elder care, ethnically-owned businesses, and multi-use spaces that support community connectedness. Planning and zoning is an important piece of the puzzle, but successfully creating these opportunities along the Bottineau LRT line will require additional programmatic support.

**3 Apply equitable development evaluation criteria into future project evaluation.** Using a project evaluation tool would help inform and evaluate the potential effects of public/private projects on the built environment. A local example is the Equitable Development Scorecard. Its template can easily be adapted into development policy and practice to fit local circumstance. Resources can be found online: <http://www.hnampis.org/scorecard/>

**4 Apply a Health in All Policies approach.** This approach integrates the consideration of health impacts into non-health policies and decisions in sectors such as transportation, community and economic development, housing, workforce, and education. It uses simple indicators as well as catalytic questions to walk through policy questions and decisions without needing a separate tool.



**5 Provide additional corridor-wide program and resource development.** During the station area planning process Brooklyn Park community members identified a variety of needs and desires that could be addressed in the city, along the METRO Blue Line Extension Corridor or elsewhere in the expanded transit system. The METRO Blue Line Extension stands to strengthen local assets and bring opportunity to the five station areas and to Brooklyn Park in general. The line also increases access for city residents to regional job centers, educational opportunities, health care providers, and needed business services. Programmatic support and coordination beyond infrastructure development is necessary to connect people to local and regional opportunities and to mobilize regional resources and expertise to support development along the METRO Blue Line Extension Corridor and in Brooklyn Park.

The Hennepin County Community Works Program is well positioned, in partnership with philanthropic partners and corridor stakeholders, to provide a platform to strategically convene partners, activate regional expertise, and mobilize resources to connect residents to transit accessible opportunities and support equitable transit oriented development in station areas. Many of the issues identified by the community such as employment, availability of affordable housing, access to childcare, and a desire for ethnically based businesses, impact key determinants health for populations along the corridor and require a regional strategy.

**Areas of Early Action**

Begin working with private and public leaders to understand the challenges, opportunities, and strategies to support connections to employment and address employment disparities and barriers to access.

- 1 Align workforce opportunities.** The Bottineau Health Impact Assessment documented disparities in employment status and income, especially for people of color. The majority of job growth along the corridor is projected to take place in Brooklyn Park and in the City of Minneapolis. There are important workforce providers and educational institutions located near the METRO Blue Line Extension including North Hennepin Community College and Hennepin Technical College. The LRT line will create opportunities to connect these two institutions as well as other educational facilities throughout the Twin Cities in ways that have not been feasible before now. Further research is needed to better understand the workforce needs of Brooklyn Park employers and potential relationships with workforce providers working with communities experiencing disparities in employment.
- 2 Explore last mile transportation options** to encourage ridership and connections to employment, health care, libraries, childcare, public space, and educational resources. There are important employers and educational institutions located near the METRO Blue Line Extension. Many residents who provided input for this report also play a supporting role in helping ensure these institutions and businesses function well. Ensuring strong connections through physical improvements such as sidewalks, trails, and transportation shuttles is important for connecting Brooklyn Park residents to these institutions, and for the city as it encourages people to live, work, play, or shop in Brooklyn Park.

- 3 Childcare:** A first step is to connect interested METRO Blue Line Extension stakeholders to Metro Transit’s Transit Oriented Development Office, which is currently conducting a Market Study of Childcare Facilities in relationship to transit networks. The Market Study is scheduled to be completed in May 2016.



# Implementation

The vision and initiatives set forth in the Station Area Plans provide a framework and a roadmap to help the city and its partners guide both the short-term and the long-term change that will come as a result of this new transit investment. The plan was developed with the community and represents a general consensus between a wide range of stakeholders, including the city, the county, the Metropolitan Council, the businesses, and the residents.

Some components of the plans are included in the LRT project and will be funded and constructed as part of that effort. However, most of the initiatives included in the Station Area Plan require the public sector, private sector, or both to secure additional funding and approvals in order to realize the vision. While some initiatives may be implemented in the short-term, others will take a decade or more to realize.

With completion of station area plans, the next steps in the “beyond the rails” process is to develop an Investment Framework to help guide the implementation of the station area plans. Through this process the partners and the stakeholders will:

- 1 Determine which projects should be completed by “Day of Opening” (the date when the Blue Line Extension LRT will begin operating) and which will need to be implemented later,
- 2 Prioritize projects, and
- 3 Advance more detailed plans, including cost estimates, timelines, and sources of funding.

As design and implementation of each element of the plan advances, the partners must continue to work collaboratively in order to realize the larger vision for the Brooklyn Park Station Area. Each implementation project should be vetted to assess how it accomplishes the consensus objectives outlined in the Brooklyn Park Station Area Plan.

The following pages outline the recommendations for:

- 1 Public initiatives and private opportunities
- 2 Policy and comprehensive plan updates
- 3 Next steps for the short-term, mid-term and long-term

PUBLIC INITIATIVES	PRIVATE OPPORTUNITIES
<div>» Infrastructure</div> <div>» Parking for park-and-ride and TOD users where indicated in plans</div> <div>» Station platforms and drop-off circulation</div> <div>» Public plazas and spaces</div> <div>» Pedestrian improvements at intersections near stations</div> <div>» New Development</div> <div>» Public buildings (markets, theaters, etc.), potentially developed through partnerships</div> <div>» Policy Updates</div> <div>» Implement in 2040 Comprehensive Plan update</div> <div>» Development of TOD Overlay District Regulations for each of the Station Areas</div> <div>» District Stormwater Strategy</div>	<div>» Mixed-use/retail development</div> <div>» New development with ground floor retail and upper level office, residential, or hotel</div> <div>» Single story retail buildings</div> <div>» Semi-public plazas and outdoor spaces</div> <div>» Residential development</div> <div>» Townhouses and low- to mid-density housing</div> <div>» Mid- and high-density multi-family housing</div> <div>» Student housing and other housing associated with</div> <div>» Senior housing</div> <div>» Contributions to District Stormwater Resources</div>

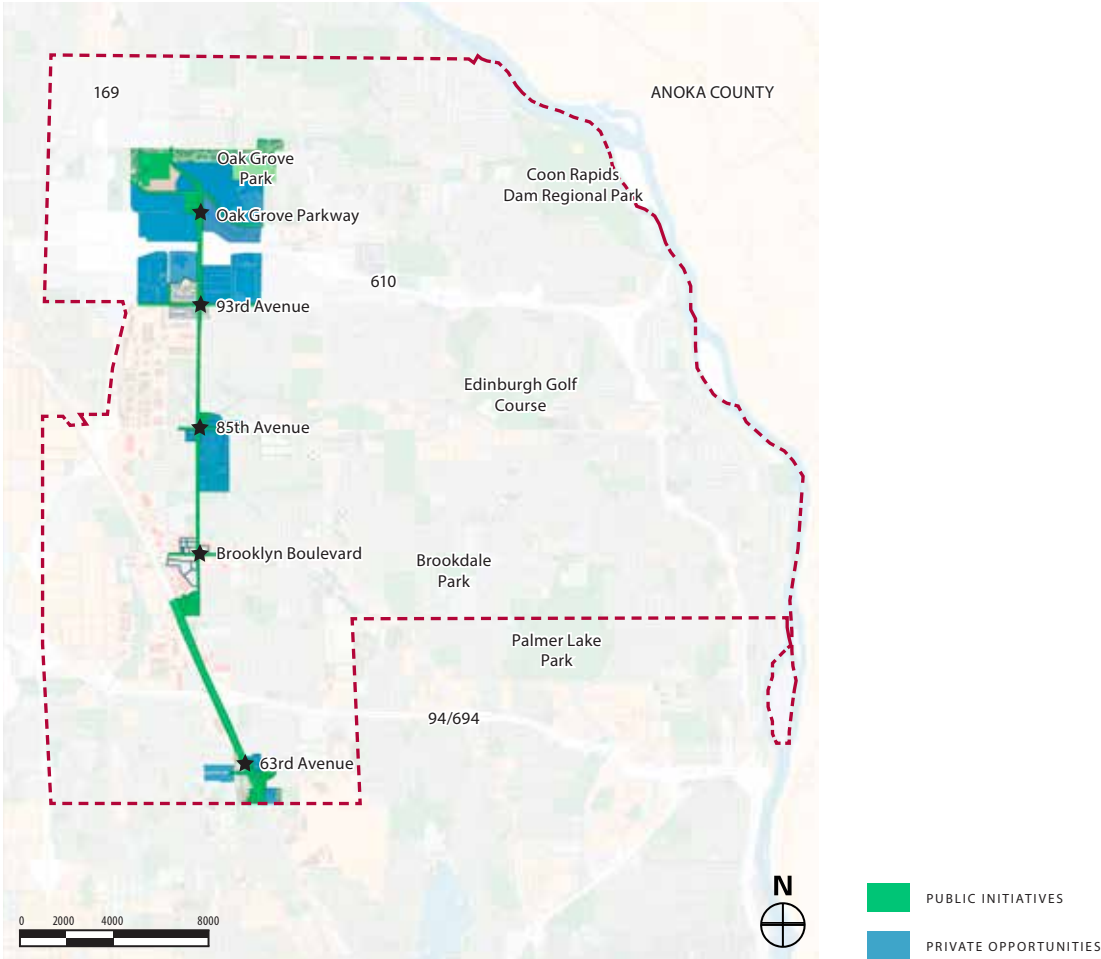


Fig. 58 DIAGRAM OF PUBLIC INITIATIVES AND PRIVATE OPPORTUNITIES

Public and Private Initiatives

PUBLIC INITIATIVES (RELATED TO LRT PROJECT)	
LEAD AGENCY	INVESTMENT
BPO/Metro Transit	1 LRT guideway and support systems
	2 Station platform, lighting, and amenities
	3 Pedestrian, bicycle, and vehicle access
	4 Vertical circulation tower and pedestrian circulation connecting parking ramp to station platform
	5 Pedestrian crossing improvements at County Road 81/63rd Avenue intersection
	6 Plaza and landscaping area improvements adjacent to park and ride
	7 Bicycle parking
Hennepin County	To be determined by the Investment Framework
City of Brooklyn Park	To be determined by the Investment Framework

TABLE 11 63rd Avenue Day of Opening Investments

\* The Federal Transit Administration no longer allows public art to be included as part of the project budget for LRT projects. Therefore, a strategy for including public art in the station area will need to be developed by the public and private partners and funding will need to be identified.



Fig. 59 PUBLIC INITIATIVES

Other Public Initiatives (Non-Project)

Through the station area planning process, stakeholders identified projects that public entities will take the lead on that are related to LRT, but are not included in the LRT project. These initiatives will require additional funding and approvals, as well as more detailed planning. Below is the list of those consensus recommendations from the station area planning process:

- A Improved stormwater management amenities
- B Market building with all-seasons structure and plaza space for pop-up markets (public/private partnership) or small retail/office development
- C Exploring the feasibility of development of Southeast corner site
- D Sidewalk connections on Louisiana Avenue
- E Public Art\*

Final initiatives will be vetted through the Investment Framework process and future planning.



Fig. 60 PRIVATE OPPORTUNITIES

Private Opportunities

Private property owners and developers will lead the following efforts and partner with the City and others in the development process as market conditions warrant. As was previously discussed, while some of these private developments may occur in the near-term, many will take decades or longer to be realized:

- F Redevelopment of existing multi-family development on the northwest corner of 63rd Avenue and County Road 81
- G Redevelopment of under-utilized industrial properties between 63rd and 62nd Avenues, east of County Road 81 into medium-density residential housing
- H Future densification of deep lots along 63rd Avenue, west of County Road 81 in a coordinated manner.



Public and Private Initiatives



Fig. 61 PUBLIC INITIATIVES

PUBLIC INITIATIVES (RELATED TO LRT PROJECT)	
LEAD AGENCY	INVESTMENT
BPO/Metro Transit	1 LRT guideway and support systems
	2 Station platform, lighting, and amenities
	3 Integration with bus transfer access
	4 Pedestrian, bicycle, and vehicle access
	5 County Road 103 (West Broadway) reconstruction accommodating pedestrian, bicycle, vehicular, and bus needs
	6 Brooklyn Boulevard reconstruction accommodating pedestrian, bicycle, vehicular, and bus needs
	7 Bicycle parking
	8 Acquisition of parcels required to transition LRT from County Road 81 to West Broadway
Hennepin County	To be determined by the Investment Framework
City of Brooklyn Park	To be determined by the Investment Framework

TABLE 12 Brooklyn Boulevard Day of Opening Investments



Fig. 62 PRIVATE OPPORTUNITIES

Other Public Initiatives (Non-Project)

Through the station area planning process, stakeholders identified projects that public entities will take the lead on that are related to LRT, but are not included in the LRT project. These initiatives will require additional funding and approvals, as well as more detailed planning. Below is the list of those consensus recommendations from the station area planning process:

- A Improved pedestrian and bicycle connections near the station, including a signal to facilitate traffic and pedestrian crossings
- B Gateway element at West Broadway and Brooklyn Boulevard
- C Public incentives for improved pedestrian connections within the existing shopping center parking lots
- D Development of city-owned vacant parcel east of the station
- E Public Art\*

Final initiatives will be vetted through the Investment Framework process and future planning.

\* The Federal Transit Administration no longer allows public art to be included as part of the project budget for LRT projects. Therefore, a strategy for including public art in the station area will need to be developed by the public and private partners and funding will need to be identified.

Private Opportunities

Private property owners and developers will lead the following efforts and partner with the City and others in the development process as market conditions warrant. As was previously discussed, while some of these private developments may occur in the near-term, many will take decades or longer to be realized:

- F Implement improvements to pedestrian connections and landscaping within the existing shopping center parking lots (public/private partnership)
- G Redevelopment of parcels at 73rd Avenue into mixed-use, commercial development, or mid-density multi-family housing
- H Future long-term redevelopment into mixed-use
- I Explore options for covered walkways or opportunities to protect pedestrians

Public and Private Initiatives

PUBLIC INITIATIVES (RELATED TO LRT PROJECT)	
LEAD AGENCY	INVESTMENT
BPO/Metro Transit	1 LRT guideway and support systems
	2 Station platform in center median, lighting, and amenities
	3 Pedestrian, bicycle, and vehicle access, including safe secondary platform access
	4 County Road 103 (West Broadway) reconstruction accommodating pedestrian, bicycle, vehicular, and bus needs
	5 85th Avenue reconstruction accommodating pedestrian, bicycle, vehicular, and bus needs
	6 Bicycle parking
Hennepin County	To be determined by the Investment Framework
City of Brooklyn Park	To be determined by the Investment Framework

TABLE 13 85th Avenue Day of Opening Investments



Fig. 63 PUBLIC INITIATIVES



Fig. 64 PRIVATE OPPORTUNITIES

Other Public Initiatives (Non-Project)

Through the station area planning process, stakeholders identified projects that public entities will take the lead on that are related to LRT, but are not included in the LRT project. These initiatives will require additional funding and approvals, as well as more detailed planning. Below is the list of those consensus recommendations from the station area planning process:

- A Civic plaza at West Broadway and 85th Avenue with gathering space and public elements
- B Hennepin County Library (opened July 2016)
- C NHCC student center and plaza building fronting the station
- D NHCC Performing and Fine Arts Center, north of 85th Avenue
- E New student housing/services (to be developed by private developer)
- F Re-organization of NHCC parking lot to provide clear circulation adjacent to buildings
- G Public Art\*

Final initiatives will be vetted through the Investment Framework process and future planning.

\* The Federal Transit Administration no longer allows public art to be included as part of the project budget for LRT projects. Therefore, a strategy for including public art in the station area will need to be developed by the public and private partners and funding will need to be identified.

Private Opportunities

Private property owners and developers will lead the following efforts and partner with the City and others in the development process as market conditions warrant. As was previously discussed, while some of these private developments may occur in the near-term, many will take decades or longer to be realized:

- H Redevelopment of the Broadway Square site into mid-density faculty, staff, senior, and/or student housing, and should include ground floor commercial



Public and Private Initiatives



Fig. 65 PUBLIC INITIATIVES

Other Public Initiatives (Non-Project)

Through the station area planning process, stakeholders identified projects that public entities will take the lead on that are related to LRT, but are not included in the LRT project. These initiatives will require additional funding and approvals, as well as more detailed planning. Below is the list of those consensus recommendations from the station area planning process:

- A Improvements to pedestrian and bicycle accommodations along and across West Broadway and 93rd Avenue
- B Incentives for pedestrian and bicycle connection through existing parking and along Winnetka Avenue
- C Public Art\*

Final initiatives will be vetted through the Investment Framework process and future planning.

\* The Federal Transit Administration no longer allows public art to be included as part of the project budget for LRT projects. Therefore, a strategy for including public art in the station area will need to be developed by the public and private partners and funding will need to be identified.

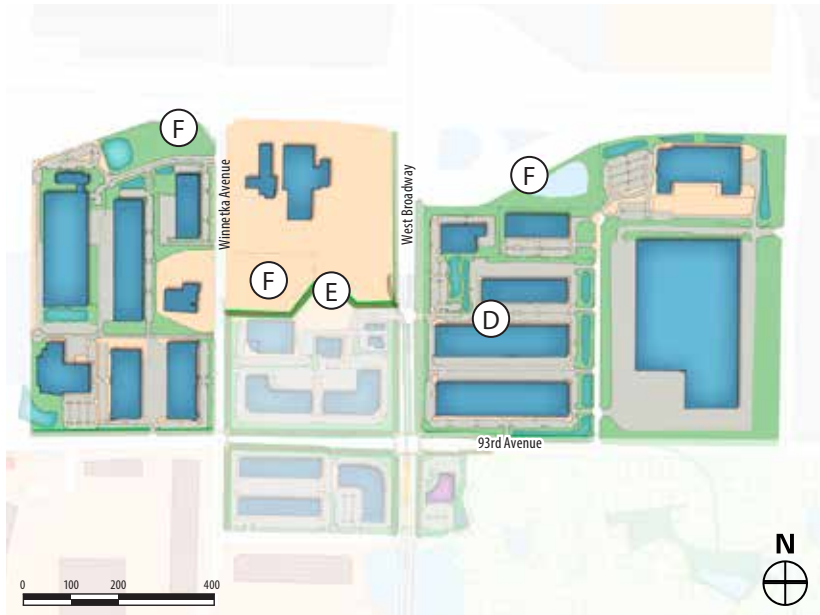


Fig. 66 PRIVATE OPPORTUNITIES

Private Opportunities

Private property owners and developers will lead the following efforts and partner with the City and others in the development process as market conditions warrant. As was previously discussed, while some of these private developments may occur in the near-term, many will take decades or longer to be realized:

- D Full build-out of approved plan for Six Ten Commerce Center and adjacent parcels
- E Improved pedestrian and bicycle connection through existing parking lot to Winnetka Avenue (public/private partnership)
- F Development of future commercial flex space for retail, warehousing, and office space

PUBLIC INITIATIVES (RELATED TO LRT PROJECT)	
LEAD AGENCY	INVESTMENT
BPO/Metro Transit	1 LRT guideway and support systems
	2 Station platform, lighting, and amenities
	3 Pedestrian, bicycle, and vehicle access
	4 County Road 103 (West Broadway) reconstruction accommodating pedestrian, bicycle, vehicular, and bus needs
	5 93rd Avenue reconstruction accommodating pedestrian, bicycle, vehicular, and bus needs
	6 Bicycle parking
Hennepin County	To be determined by the Investment Framework
City of Brooklyn Park	To be determined by the Investment Framework

TABLE 14 93rd Avenue Day of Opening Investments

Public and Private Initiatives



Fig. 67 PUBLIC INITIATIVES

Other Public Initiatives (Non-Project)

Through the station area planning process, stakeholders identified projects that public entities will take the lead on that are related to LRT, but are not included in the LRT project. These initiatives will require additional funding and approvals, as well as more detailed planning. Below is the list of those consensus recommendations from the station area planning process:

- A Realignment and extension of Oak Grove Parkway, connecting to interchange
- B Grand Boulevard section for West Broadway
- C Future Brooklyn Park Signature Event Park
- D Connection to the Rush Creek Regional Trail, including underpass
- E Public Art\*

Final initiatives will be vetted through the Investment Framework process and future planning.

\* The Federal Transit Administration no longer allows public art to be included as part of the project budget for LRT projects. Therefore, a strategy for including public art in the station area will need to be developed by the public and private partners and funding will need to be identified.

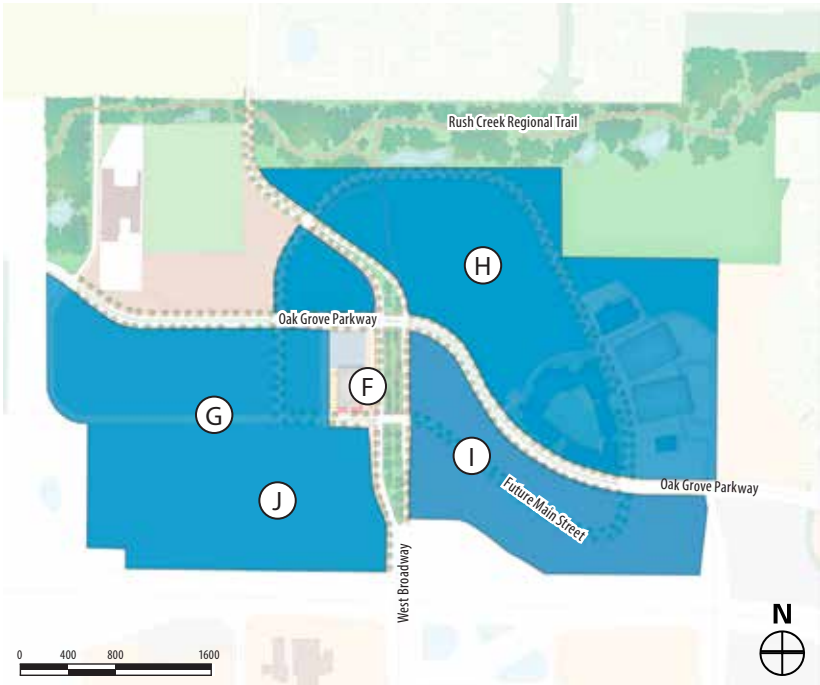


Fig. 68 PRIVATE OPPORTUNITIES

Private Opportunities

Private property owners and developers will lead the following efforts and partner with the City and others in the development process as market conditions warrant. As was previously discussed, while some of these private developments may occur in the near-term, many will take decades or longer to be realized:

- F TOD Liner with ground-level retail adjacent to the transit parking ramp at the station
- G Development of internal street network according to the approved menu of streets laid out in this Plan (streets will be built by the developer and deeded to the city as public infrastructure)
- H Expansion and build-out of Target Northern Campus
- I Development of mixed-use, main street area, with hotels, ground-floor retail, restaurants, and shops and upper level multi-family residential development
- J Related corporate campus and mixed-use expansion south of Oak Grove Parkway and west of West Broadway

PUBLIC INITIATIVES (RELATED TO LRT PROJECT)	
LEAD AGENCY	INVESTMENT
BPO/Metro Transit	1 LRT guideway and support systems
	2 Station platform, lighting, and amenities
	3 West Broadway realignment north of Highway 610
	4 Oak Grove Parkway construction
	5 Construction of a parking ramp for transit parking, designed to include a TOD liner with ground-level retail (liner to be developed privately)
	6 Construction of new streets around transit garage for access
	7 Public plaza adjacent to station platform with bicycle parking
	8 Termination of the line at the Operations and Maintenance Facility
Hennepin County	To be determined by the Investment Framework
City of Brooklyn Park	To be determined by the Investment Framework

TABLE 15 Oak Grove Day of Opening Investments



# Policy Recommendations

The policy updates and the recommendations outlined below serve two purposes. First, these transit-supportive policies and plans are needed to meet the requirements for federal funding. The Federal Transit Agency requires the following transit-supportive policies for New Starts funding under the Economic Development Effects Criterion:

- » Growth management and land conservation policies,
- » Station area plans with pedestrian-friendly infrastructure and parking strategy,
- » Supportive zoning regulations and coordinated comprehensive plan recommendations for the station area,
- » Zoning allowance for reduced parking and traffic mitigation, and
- » Regulatory and financial incentives to promote TOD.

Beyond their function in the funding, having the appropriate policies in place will expedite the city’s ability to bring in private partners in the redevelopment and implementation process.

This station area planning process has assessed the regulatory documents and made detailed recommendations to the city for amendments to the policies and plans that govern development. Below is a summary of those recommendations:

## Thrive MSP 2040

- » Thrive MSP 2040 designates Brooklyn Park as a Suburban Community; this designation guides density of new development
- » Suburban Community Designation Residential Density Requirements
  - › Minimum net residential density of five units/acre for all new growth, development, and redevelopment across the city

- » Station Area Residential Density and Activity Thresholds (Chapter 3: Land Use and Local Planning, Transportation Policy Plan, Table 3-1, 3.18)
  - › Minimum net residential density of 20 units/acre for new development or redevelopment with some form of housing (or mixed-use)
  - › Target net residential density of 40–75+ units/acre identified for new development or redevelopment with some form of housing (or mixed-use)
  - › Minimum activity threshold of 7,000 residents, jobs, or students within the station areas

The Station Area Plan recommends that the city adopt policies to achieve these target net residential density and activity thresholds in its Comprehensive Plan update and zoning ordinances. Where possible, these policies should maintain flexibility so that projects can develop with the market when they also meet station area plan objectives.

## Comprehensive Plan Amendment and Update

- » The City of Brooklyn Park has several alternatives for aligning policy with Station Area Planning recommendations:
  - › Adopt the Brooklyn Park Station Area Plan as an addendum to the current 2030 Comprehensive Plan
  - › Make text amendments to the core 2030 Comprehensive Plan in high priority sections to align the land use policies
  - › Incorporate extensive changes into the full update and drafting of the 2040 Comprehensive Plan, which will be submitted to Metropolitan Council by the end of 2018.

- » Land Use Recommendations:
  - › Review and revise baseline land use categories and corresponding zoning categories that govern mixed-use and street-based, walkable neighborhood commercial
  - › Review baseline zoning for the 610 corridor
- » Housing Recommendations:
  - › Expand the affordable housing brackets, targets, and incentives
  - › Promote affordable, mixed-income, and life-cycle housing in station areas
- » Transportation Recommendations:
  - › Consider creating access standards specific to Station Areas to encourage pedestrian-friendly environments, slow moving traffic, and enhanced connectivity
  - › Provide standards to regulate access in Station Areas to rear lanes, alleys, or side streets
  - › Prioritize pedestrian connections and crossings in Station Areas
- » Public Facilities and Recreation Opportunities
  - › Provide classifications to promote small urban spaces and plazas in Station Areas
- » Implementation Plan
  - › Reconsider incentive structure for structured parking and affordable or mixed-income housing

Develop of TOD Overlay Districts for Station Areas

- » Develop Transit Oriented Development Overlay Districts for each of the five Station Areas in Brooklyn Park
  - › Prioritize the Oak Grove TOD Overlay as the first overlay to be written; because it is a greenfield site, it will have the greatest range of conditions and regulations
  - › Develop each of the four remaining station overlay districts with the necessary and appropriate regulatory elements
  - › Consider regulation of form-based and land-use based approaches

POTENTIAL ELEMENTS TO BE REGULATED IN TOD OVERLAY DISTRICTS	
» Density	» Open space and public space
» Parking ratios and incentives	» Affordable/attainable housing
» Building coverage	» Connectivity
» Permitted uses	» Building entry spacing
» Building heights	» Transparency
» Building types	» Bicycle facilities
» Setbacks from streets	» Loading and service
» Stepbacks and massing	» Screening
» Building frontages	» Lighting
» Building elements	» Signage
» Street sections	» Public art

TABLE 16 Potential Elements to Be Regulated in the Districts



# Next Steps

SUMMARY OF NEXT STEPS

- » Approve and adopt the Brooklyn Park Station Area Plans
- » Continue to coordinate LRT design with the station area plan to ensure implementation designs follow the intent and vision of the Station Area Plans
- » Continue to leverage LRT planning and construction to improve the environment for people walking and biking
- » Finalize location and design of station platforms
- » Make necessary amendments to the existing 2030 Comprehensive Plan
- » Incorporate additional station area plan projects, strategies, and tools into the 2040 Comprehensive Plan Update
- » Develop TOD overlay districts to apply to each of the Station Areas
- » Develop a comprehensive stormwater strategy for the station area
- » Establish parking requirements and a parking management strategy for the Station Areas to incentivize higher densities and redevelopment
- » Work to include infrastructure projects, such as the pedestrian-oriented design, in the city’s Capital Improvement Projects (CIP) budget, and identify other potential sources of funding
- » Pursue partnerships to recruit and attract active businesses to occupy mixed-use space and develop publicly-owned parcels
- » Conduct a more detailed housing analysis
- » Implement recommendations from the bicycle and transit studies

TABLE 17 Brooklyn Park Summary of Next Steps

Implementation of the Brooklyn Park Station Area Plans will depend on a coordinated approach between transit investments, infrastructure improvements, partnerships with private owners and developers, and continued community involvement. While the greatest short-term impact will be visible in the ¼-mile areas surrounding the stations, the market will eventually accommodate growth in the ½-mile radius from the stations and beyond, especially where land is available for development. It will be important to coordinate stakeholders across sectors to maximize potential benefits to communities experiencing health disparities.

The Investment Framework, which is the next step in the station area planning process, will help all the partners move towards implementing the broader vision for the community “beyond the rails” that is outlined in this report. It will result in a detailed implementation plan and the process that will be used to help coordinate the list of next steps outlined in Table 17. Through this process the partners and the stakeholders will:

- 1 Determine which projects should be completed by “Day of Opening” (the date when the Blue Line Extension LRT will begin operating) and which will need to be implemented later;
- 2 Prioritize projects; and
- 3 Advance more detailed plans, including information on cost estimates, timelines, and sources of funding.



85TH AVENUE STATION AREA Anchored by key institutions, 85th Avenue Station Area will feature civic plazas for gathering



63RD AVENUE STATION AREA One of the greatest opportunities for placemaking in the 63rd Avenue Station Area revolves around opportunities for an ethnic market and local retail



OAK GROVE STATION AERIAL Target headquarters and proposed mixed-use main street

# Definitions of Key Terms

**Access or Accessibility.** In transportation, access or accessibility refers to the ease with which people can reach multiple destinations. People in places that are highly accessible can reach many other activities or destinations quickly and easily.

**Community Working Group (CWG).** Small advisory groups established by Bottineau Community Works and the corridor municipalities for specific stations to provide community expertise and insight on issues and priorities throughout the station area planning process from a community standpoint. The CWGs also advised and guided project planning efforts, reviewed project deliverables, and assisted with community outreach and engagement efforts. Members were appointed by the cities or represented Health Equity & Engagement Cohort (HEEC) organizations.

**Comprehensive Plan.** A planning document drawn up by cities and counties that outlines the community’s vision for the future, along with policies and plans to achieve that vision. Comprehensive plans are updated every 10 years in the Minneapolis–Saint Paul metropolitan area. The next round of comprehensive plans in this region are due in 2018 and outline a vision for the year 2040.

**Density.** The number of units (of housing, commercial, industrial, etc.) in a given amount of space (typically an acre).

**Equity.** The principle that “everyone regardless of race, economic status, ability or the neighborhood in which they live has access to essential ingredients for environmental, economic, social and cultural well-being including: living wage jobs, entrepreneurial opportunities,

viable housing choices, public transportation, good schools, strong social networks, safe and walkable streets, services, parks and access to healthy foods.”<sup>1</sup>

**Free Right Turns.** Dedicated right turn lanes that bypass the traditional intersection of two roadways.

**Grade Separation.** A bridge or tunnel that separates transportation facilities such as a highway and railroad so that they will not disrupt each other’s traffic flow when they cross.

**Green Infrastructure.** A storm water management practice that attempts to mimic natural hydrologic processes to remove pollutants, promote storm water infiltration and reduce the quantity of runoff entering the storm sewer system. Also known as Low Impact Development.

**Health Equity.** When every person has the opportunity to realize their health potential — the highest level of health possible for that person — without limits imposed by structural inequities (systems of society such as finance, housing, transportation, education, social opportunities, etc. — that benefit one population unfairly, whether intended or not).<sup>2</sup>

**Health Equity & Engagement Cohort (HEEC).** Community-based organizations that advised the County as part of its health initiatives for station area planning. The HEEC provided community expertise and insight focused on healthy community planning and health equity throughout the process. HEEC organizations received funding to conduct targeted community engagement about health



equity in station area planning with their constituent populations and were provided training and technical support. For the station areas in Robbinsdale, Crystal, and Brooklyn Park, the HEEC was comprised of representatives from African American Leadership Forum (AALF), African Career & Education Resources (ACER), Asamblea de Derechos Civiles, CAPI USA, Lao Assistance Center of Minnesota, Minnesota African Women’s Association (MAWA), and the Northwest Hennepin Human Services Council (NHHSC). Nexus Community Partners, the Alliance for Metropolitan Stability, and the Minnesota Center for Neighborhood Organizing provided technical support to the HEEC.

**Infill development.** The process of developing vacant or under used land parcels within existing urban areas that are already largely developed. For example, replacing a parking lot with a mixed-use development.

**Investment Framework.** Bottineau LRT Community Works program plans for the policies, programs, infrastructure, and investments that occur “beyond the rails” of light rail transit. The investment framework is the step after station area planning; it will take a comprehensive look throughout the corridor at what is needed on the transitway’s opening day in 2021 — and beyond. It is envisioned to look at long-term opportunities and provide guidance for communities to use as they consider comprehensive plan and capital improvement plan updates over the next 10 to 20 years.

**Jitney.** A bus, shuttle, or taxi that carries passengers for a low price. Jitneys usually follow a regular route and schedule but are privately owned and typically cheaper than public transit.

**Low Impact Development.** See Green Infrastructure.

**Light Rail Transit (LRT) Station Area.** An area of land around a proposed light rail transit (LRT) station typically defined as a ½-mile radius (or “buffer”) from the station, or the distance the average person will walk to/from the station in ten minutes. ½-mile is the transit industry standard for the maximum length an average person is willing to walk to reach a transitway station. While a ½-mile is equated with a ten-minute walk, in reality this does not always hold true on the ground due to factors such as individual walking preferences, terrain and the transportation network.

**LRT Station Half-Mile Buffer.** See Light Rail Transit (LRT) Station Area definition.

**Mixed-Use Development.** The practice of allowing more than one type of use in a building or set of buildings. Mixed-use development supports transportation choices such as LRT, walking, and biking because it allows destinations such as shopping and dining in walkable proximity to homes, jobs, and transit stations.

**Mobility.** The ability of people and goods to move freely within the transportation system. Transportation options including transit, walking, and biking help improve mobility because these modes can carry a large number of people in an efficient manner.

**Nice Ride.** A non-profit bike sharing system in the Minneapolis–Saint Paul metropolitan area. Nice Ride stations are conveniently located around the community with approximately ½-mile between stations. Users can pick up or drop off rental bicycles at the stations.

**Opportunity Site.** A location that has been identified as prime for redevelopment. Opportunity sites are typically identified based on their current uses (often underutilized) and their proximity to the LRT station.

**Passenger Drop-Off.** Dedicated location on the street for short-term use where LRT passengers can exit or enter motor vehicles.

**Placemaking.** Planning which focuses on building upon and enhancing a community’s assets in order to promote a pride of place and the well-being of that community and its members.

**Protected Bikeway.** An exclusive facility for bicyclists that is located within or directly adjacent to the roadway and that is physically separated from motor vehicle traffic with a vertical element.

**Shared Use Mobility.** Transportation options that are shared among many people or households, as opposed to the private automobile. Common shared use mobility options include LRT, bus, bike share, and carpooling.

**Social Determinants of Health.** Conditions in the places where people live, learn, work, and play that affect a wide range of health risks and outcomes. Social determinants of health include: access to employment, education, health care, and healthy foods; transportation options; housing availability and cost; social connectedness; public safety; exposure to crime and/or violence, income, wealth, and more.

**Station Area Planning.** A process by which county and city staff work together with community members to establish a plan for the area surrounding a proposed transit station. The goal is to create a short-term and long-term vision that reflects the community’s goals,

ensures that the LRT infrastructure is effectively integrated with the surrounding community, and helps the community take advantage of this new transit investment. The result is a vision for the area, coupled with a set of recommended actions and policy changes for cities, agencies and local communities to consider as they move forward to realize that vision. Station area planning is designed to be coordinated with, and run parallel to, the planning and engineering of the LRT line.

**Ten-Minute Walk.** The rule of thumb is that people are willing to walk approximately 10 minutes, or roughly a ½-mile on a regular basis to access light rail transit.

**Transit Oriented Development (TOD).** A mixed-use area designed to maximize access to public transit. TOD often include a mix of housing, businesses, and jobs.

**Transit Oriented Development liner (TOD liner).** A TOD development that is located on the outside of a parking ramp. TOD liners visually shield the parking ramp from the surroundings and provide the additional benefit of allowing parking ramp users to live, work, or shop in the neighborhood.

**Wayfinding.** Signage, maps, and other elements of station design that orient and direct people to and from their destinations, and enhances the sense of character and identify of a place, neighborhood, or community. Wayfinding typically involves the use of signage and maps at key navigational decision points, use of landmarks and improved sight lines. It is an important public realm element for delivering transit users to and from a station in a safe and convenient manner.

(Endnotes)

- 1 Corridors of Opportunity Minneapolis, <http://www.corridorsofopportunity.org/>
- 2 Minnesota Department of Health, “Advancing Health Equity in Minnesota,” February 2014, Page 11, [http://www.health.state.mn.us/divs/chs/healthequity/ahe\\_leg\\_report\\_020414.pdf](http://www.health.state.mn.us/divs/chs/healthequity/ahe_leg_report_020414.pdf)